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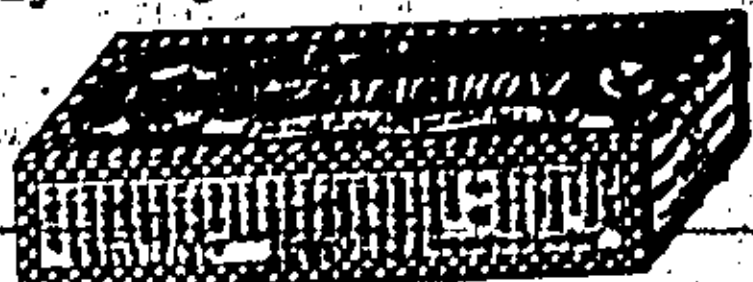
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North Soochow Road.

OUR LONDON LETTER: SENSATIONAL PROPOSALS IN THE WOOL TRADE.

[FROM OUR OWN CORRESPONDENT.]

LONDON, January 22nd.

An extraordinary amount of interest has been aroused this week by disclosures at the Central Profiteering Committee about the huge profits of manufacturers in the wool trade. "Mr. MacKintosh, M.P.", the well-known Yorkshire warehouseman, who is a member of the Committee, declares that the profits are from 400 to 3,000 per cent; and he has threatened that unless the Board of Trade publishes the figures in detail he will "stamp" the country and make known the whole scandalous truth himself. It is to be noted that the figures are taken from accounts supplied by the spinners themselves, and there is, therefore, no reason to doubt their accuracy.

But for the time being the Board of Trade refuses to publish the report. Sir Auckland Geddes takes refuge in what is condemned by many newspapers as a mere legal quibble, that publication would lay the Department open to legal proceedings because the information was obtained from the trade by the Committee in confidence. However, feeling is so strong on the subject that, proceedings or otherwise, the public will have to learn the facts.

There is nobody in the whole country unaffected by the present high cost of all classes of goods into the manufacture of which wool enters. Prices are from four to eight times what they were before the war, and despite this the quality is poor. The public have long known that they were being fleeced, though not to the extent that now appears; and it is only natural that there is a shout of execration, and a demand for signal punishment, of those proved to be guilty of outrageous profiteering.

WHAT THE SPINNERS SAY.

The defence set up by the spinners does not carry conviction to the minds of the public here; and I do not imagine that it will convince your readers either. Their plea is in effect that they are the unwilling victims of circumstances. Buyers from overseas have gone to them demanding the best qualities of wool, and prepared to pay any price that was asked. Hoping to get rid of such undesirable people, the manufacturers asked fabulous prices, and greatly to their regret the foreigners actually paid with eagerness. And, of course, as the goods fetched such astounding prices abroad, the poor, distracted spinners must against their wish had to put the prices up against their fellow-citizens, and, in addition, sell the latter inferior stuff. That is the explanation that is given; but as I say it does not impress the public.

If Parliament were sitting there would be a fine fuss in the House of Commons, especially as it is alleged that the Government are also guilty of profiteering themselves. It will be interesting to see how far this charge is supported by evidence. In the meantime it is common knowledge that the docks and warehouses are choked full of wool; on the distribution of which the Government keeps a sure hold. Not only is this true, but the whole of this season's New Zealand clip has been purchased by the Government. Why then, it is demanded, should there be an artificial scarcity of wool in this country to-day?

Altogether it is a most unsatisfactory position of things. But it is bound to have one effect. It will help to hasten de-control. It will strengthen the demand which is becoming insistent that Government interference with trade and industry should cease, that the numerous highly-salaried controllers with their regiments of understrappers should be demobilised, and that the business of the country should be left in the hands of business men.

THE RAILWAY SETTLEMENT.

The importance of the railway settlement arrived at this week can scarcely be exaggerated. So far as the general public were concerned it was thought that the agreement reached following last September, when the men's Union thought to impose their will upon the Government by "direct action," had disposed of the dispute, at all events for some time. But the strike ended on the understanding that negotiations would be reopened. These have been proceeding very quietly ever since. The Government made fresh proposals containing several material concessions in addition to those previously offered. A number of the grades into which railwaymen were classed for wages purposes were wiped out altogether, thereby simplifying the issue, and a general advance of 2s. per week was conceded.

But the Union officials flatly rejected the new scheme. As usual they acted on their own responsibility without consulting the rank and file. Their chief objection was the retention of the sliding scale with regard to rates of wages. Under this scale a man's wages rise and fall within specified limits with fluctuations in the cost of living; and the plan was highly obnoxious to the Union. Accordingly, they threw back the Government proposals, and it was quite on the cards that the country would have to face another railway strike, supported in all probability by the transport workers and the miners—the Industrial Triple Alliance.

Fortunately, at the eleventh hour, a settlement was reached this week after a little give and take on each side. The danger of serious trouble in the railway world over wages and hours of labour has been averted for the present. That announcement has been eagerly awaited by the business world. The dread of a strike of railwaymen in the New Year, or in the Spring, had been regarded as possible, and it had a paralysing effect on enterprise. Business people held back and determined to wait till this dispute was finally disposed of.

AN IMPORTANT POINT.

One vitally important point which has been accepted as binding is the obligation to refer disputes in future to Wages Boards as soon as they arise. These Boards will be representative of both employers and workers, and if they fail to reach a settlement the question will be taken before a Central Wages Board. Should the Central Board be unable to settle the dispute it will go to a National Wages Board, which will also include representatives of the public. The men retain their right to strike, but they must not do so before one month has elapsed after they have submitted their case to the National Board. Thus there cannot be any "lightning strike" such as we had last September, which came upon the country like a thief in the night, before anybody had an inkling that serious trouble was brewing, and also before it was possible to learn what the trouble was about.

"SECRET DIPLOMACY."

A fact worth noting about the railway negotiations is the impenetrable veil of secrecy which shrouded them from first to last. The Trade Union representatives never allowed a word to escape as to the nature of the new terms offered by the Government, or why the scheme was summarily rejected.

Here was a matter of supreme importance to millions of people, closely affecting the welfare and prosperity of the whole nation, yet we have a junta of Trade Union officials sitting in conclave and making up their minds whether they will or will not call a railway strike that, if declared, inflicted incalculable loss and injury upon the whole country. Apparently the last thing to be thought of was whether the public might desire to have a say in the matter.

We used to hear a great deal about "secret diplomacy," and the leaders of the Labour Party were foremost in denouncing it as the prime cause of the day-day of his power showed more complete indifference to popular sentiment or opinion than our latter-day Trade Union officials when it serves their purpose. What has just happened is a good illustration of the way circumstances can alter cases. It also illustrates the wisdom of giving representatives of the public a place on the National Wages Board above referred to.

THE PRINCE'S TOUR.

Although the official arrangements for the Prince of Wales's tour to Australia are not officially complete, the main lines of his itinerary have been settled. He is expected to sail on H.M.S. *Renown* about the middle of March, and after calling at one of the British possessions in the West Indies will cross to the Pacific through the Panama Canal. The Atlantic Squadron will escort him to Mexico, and on the other side units of the Pacific Squadron will meet the Prince. Later these will be relieved by ships of the Australian and New Zealand navies.

As at present planned New Zealand will be reached early in May; and after making a complete tour of both islands the party will go on to Australia. The suite accompanying the Prince will be very much the same as that which went with him on the Canadian and American tour.

MISSIONS AND EXCHANGE.

"Shall we Retreat?" is the slogan of the Church Missionary Society which is appealing to the public for funds. It appears that the work will have to be cut down by at least one-third unless something like £375,000 can be found in addition to the annual income of £354,000. The present difficulty is due to the exchange. Where it cost 20s. to pay a native evangelist at work in India, or 15 rupees, it now costs 35s.; and the public are further informed that at Shanghai the present equivalent of a pre-war sum of £50 is about £120.

According to statements made at a great meeting held at the Queen's Hall a few nights ago, when there was an audience of several thousands in attendance, tens of thousands of people throughout the East are waiting to be baptised, but unless the additional money is forthcoming native workers will have to be dismissed and missions closed down.

The problem before the C.M.S. is one that other missionary societies have to face, too. But when all the heavy calls upon them now-a-days the public at home are not quite so ready as might otherwise be the case to subscribe to foreign missions. The Church of England here is busy appealing for help for social work. The Bishop of Chelmsford, for instance, is asking for £500,000 for work in his diocese alone. After months of effort, however, and with the prestige and support of a Mansion House meeting he has only so far got about £20,000.

INTELLIGENT ANTICIPATION.

It is amusing to note how the Northcliffe papers have taken the labour movement under their wing. A few weeks ago when the employees of the Army and Navy Stores came out on strike for more wages the *Daily Mail* put down £10,000 to form a strike fund, and proceeded to belabour the directors and the old fogies, consisting of retired Service officers, who were out of touch with the modern world of business. The strike collapsed as suddenly as it began, for the demands of the workers were met. Thereupon the *Mail* modestly took all the credit for having won a great victory.

Now, the Pearl Assurance Company's agents are out on strike for a minimum wage of £3 per week. They are the men who go round and collect sixpences at the door every week from labouring folk. They are hard-working and deserving persons, and are clearly underpaid. The *Mail* is once more in the field as the champion of the oppressed, and is paying £1,000 per week into the strike fund.

(Continued at foot of next column.)

JAPANESE SPINNING INDUSTRY IN CHINA.

NEW ENTERPRISES.

Many of the spinning concerns which were established in various parts of China during the war have been placed in dire straits and are unable to maintain their business or in some cases even to start business owing to the financial and economic situation in China following the termination of the war.

The unfavourable economic situation, which has affected various lines of industry and commerce in China made the Chinese Government resort to an increase in her Customs tariff last year for the purpose of protecting the interests of Chinese cotton spinning and other industries. The customs tariff increase which resulted in a comparatively heavier duty on Japanese cotton yarn and cotton-cloth, and the limitation of the export of cotton yarn and cotton cloth by the Japanese Government since last autumn have hurt the interests of Japanese spinning concerns which had been doing a very remunerative and extensive business in Chinese markets.

This led to the growth of spinning enterprises conducted by Japanese business men and several leading spinning concerns which have been doing a large business in China started spinning mills in various parts of China and the few concerns which had previously established factories in China are going to establish more factories.

The latest establishment is the Godo Spinning Company, capitalized at 13 million yen, which is quite a new enterprise. The promoters are all prominent business men.

The Toyo and Nishin spinning concerns are both planning an extension of their factories in China. Besides these, negotiations for the purchase of the spinning factories established by Chinese in various parts of that country are going on between Chinese and Japanese spinning concerns, the negotiations having already concluded satisfactorily in the case of the Kogen spinning factory and ten other factories.

In the event of these fresh enterprises being successfully floated and the new factories established or purchased by Japanese concerns starting operations the Japanese spinning industry in China is sure to develop greatly.

OPIUM SMUGGLING IN CHINA BY SOLDIERS.

A TALE OF WOE.

A correspondent writes to the International Anti-Opium Association as follows:

As an illustration of the extent to which opium is thriving in Honan from Shensi the following may be of interest. (While at Kwanyingtang in Tai Hui's compound, a short time ago I saw a private soldier lounging about, looking rather glum. I asked what was wrong with him and was informed that he had been trying to smuggle 2,000 ounces of opium through to Kaifeng. As he could not manage the amount by himself he asked some of his friends to help him. They consented, but eventually made off with the whole of the 2,000 ounces. If an ordinary private soldier can undertake to smuggle 2,000 ounces it will require no stretch of imagination to estimate the amount the Military officers and Civil officials are smuggling through. They bring it in their baggage, coffins, concubines' litters, carts, etc., and no one dare question them.)

TELL-TALE PHOTOGRAPH.

The correspondent also sends a photograph showing a large tract of poppy in bloom. It was taken in Shensi between Tungkwang and Sianfu where 10 per cent of the country is said to be under poppy. From the walls of Tungkwang the correspondent could see hundreds of acres of poppy, and it was mainly on account of the opium that he was not allowed to proceed on his visit to Sianfu. The authorities did not want any foreigner's prying eyes around.

There is also a good deal of anti-British feeling in Shensi on account of British interference in this matter, he writes.

Taxation on land under poppy in Shensi is said to amount to \$16 per mou.

Somebody has remarked that the Northcliffe papers keep their ears very close to the ground, which is a rather cynical way of saying they have an extraordinary perception of the trend of events. If the Labour Party comes into power one of these fine days, the *Daily Mail* and the journals associated with it will be able to claim, with a certain show of reason, that they had the honour of enthroning a Labour Ministry in Downing-street!

THE LONDON FAIR.

From what I heard at the Board of Trade a few days ago, this year's London Fair at the Crystal Palace will be the most successful of the series which was started during the war. It is being organised by the Department of Overseas Trade, of which Sir Hamar Greenwood is the head, and it seems likely to rival the Leipzig Fair at its best. When the Crystal Palace was built, it was, of course, on the occasion of the great International Exhibition, after the Crimean War; but this year all the goods will be of British make. Foreigners will be welcomed but only for the purpose of being shown what we can sell.

An important conference of manufacturers will be held during the Fair next month, when the question of organising a huge Travelling Fair, or Trade Circuit, to visit every part of the British Empire will be discussed. If British manufacturers agree to support the proposal the Department of Overseas Trade will organise it. If the idea takes shape, I am assured Hongkong and Shanghai will be among the places to be visited.

BRITISH SOLIDARITY.

A FOREIGN OFFICE COMMITTEE.

The question of the attitude to be adopted towards British institutions which tend to promote solidarity among communities in foreign countries has been engaging the attention of the Foreign Office for some time. It is clearly inconvenient to deal with each case separately, and it would, it is recognised, be preferable to agree upon some common policy which embraces all foreign countries.

With a view to deciding on some such policy, the Secretary of State for Foreign Affairs has appointed a committee to advise him on this matter. Sir Charles Eliot, K.C.M.G., C.B., his Majesty's Ambassador-designate to Japan, has accepted the chairmanship of the committee, and the following gentlemen have consented to serve as members: K.C.M.G., Assistant Under-Secretary of the Foreign Office, Sir Maurice de Bunsen, Bt., G.C.M.G., G.C.V.O., C.B., late his Majesty's Ambassador at Vienna, and a director of the British Bank of South America, Levant, Company, Ltd., and San Paulo (Brazilian) Railway Company, Ltd., Sir E. Denison Ross, C.I.E., director of the London School of Economics, Sir Frederick Butler, K.C.M.G., C.B., Director of the Overseas Division of the Department of Overseas Trade, Captain George Bowyer, M.O., M.P., for Buckingham, Mr. Irvine C. Geddes, a director of Anderson, Green & Co., Ltd., Inter-Allied Trade and Banking Corporation, Ltd., the Orient Underwriting Fund, Ltd., Mr. J. Arthur Aiton, C.B.E., chairman of the Derby Chamber of Commerce, Mr. R. T. Nugent, director of the Federation of British Industries, Mr. T. D. Dunlop, of British Industries, Mr. J. Follett Holt, a director of Entre Rios Railways Company, Ltd., (chairman) International Light and Power Company, Ltd., (president) Pernambuco Tramways and Power Company, Ltd., (chairman) Central Uruguay Railway Company, Ltd., (chairman) Central Railway Company, Ltd., (chairman) Shields & Co., Ltd., London and Lancashire Fire Insurance Company, Ltd., London and River Plate Bank, Ltd., Secretary, Captain W. M. Codrington, M.C., Foreign Office.

OVERHEARD!

"LOOK ON THIS PICTURE."

A to B (who has just returned from a nine-months holiday at Home): "Hello, old bean, and what sort of a time did you have at home?"

B: "I had a great time. Never expected to enjoy myself as much as I did. Home is just the grandest place in the world just now, and I was really sorry that I had to come away."

A: "That's very strange. Everyone else who has just returned from England has a vastly different tale to tell. They say that food is dear, houses impossible to get, coal is worth its weight in gold, and that, altogether, Home's not the best place to live in. Even the climate has all changed."

B: "There are pessimists all the world over, and that class is never satisfied. My experience is that the high cost of food is a thing of the past. At home, one must try to forget that the dollar is worth five shillings and must consider its buying value at 2s. 6d. as we used to do in the old days. It is true that houses in town take a little finding, but one can always get comfortable houses in the suburbs and in the country. I do not care what other people say. I shall be very glad to be Home, again, I can tell you."

"... AND ON THAT."

C to D (who has returned to Hongkong after having spent at Home five months of the nine months' leave he had obtained): "Well, D, and what sort of a time did you have?"

D: "What a vastly different place the England of to-day, as compared to the pre-war England! It is almost impossible to live there now. Three weeks after I landed in England I was trying to get a boat to come back by. It was almost a struggle for existence after the easy life in Hongkong. It took me five days to find a room to live in, and if I tell you what I paid you will postpone your holiday for a few years. Many necessities of life cost just about three times what they do in Hongkong; everything (absolutely everything) has gone up in price. No, my boy, I don't want to go Home again for a good many years, and when I do go, I shall make sure of my return passage. Necessities in Hongkong are luxuries at Home. The war seems to have changed the whole world, but England is changed, most of all."

THE FUTURE OF BASRA.

Interviewed by a representative of the *Arabian Times*, after leaving for India, Sir George MacMunn expressed his regret at leaving Iraq before he could see the Civil Administration firmly established. He considered that the country, and especially the Port of Basra, had a great future, and foreseen growing prosperity and development under the guidance of the Civil Administration. It was essential that the authorities should undertake reclamation on the Tammunah bank of the Shat-al-Arab which should be developed into wharves for dealing with the trade that eventual railway communication with Persia through Ahwas would no-doubt bring about. Enterprise in this direction, said Sir George MacMunn, should be undertaken officially, by some public authority as it would increase the value of land to such an extent that, if privately owned, unearned increment might devolve on individuals, which would not be in the interests of the whole community. He was emphatic on the point of the future expansion of Basra, which would be the gate for the exports and imports of this country and of the adjacent Persian provinces.

SPORT.

RUGBY FOOTBALL.

THE ARMY DEFEATS HONGKONG F.C.

AFTER A STUBBORN GAME.

The rugby football match played on the Valley yesterday was more interesting than was expected, for the Club, although so weakly represented, put up a much improved game. They are showing signs of turning out into a presentable side in the near future. Yesterday, Tomory, Murray, Hammond and Clauson, who are members of the Club fifteen, naturally played for the Army, and besides, the Club missed Alabaster, Balston, McCann, Martyn and Simpson. It is, therefore, a matter of credit that the Club did so well yesterday.

The majority of the Army team was drawn from the Wiltshire Regiment. In Legg and Doddington the Regiment possesses two magnificent forwards, while Beavan and Moore are both speedy and brainy three-quarters, who have a thorough knowledge of the game. The R.E. contributed two sterling good forwards in Hammond and Clauson. The R.A.M.C., the I.M.S. and the R.G.A. had one representative each. Capt. Tomory and Capt. Murray were two of the best men on their side, while Capt. Bristow was very useful in the scrum.

Now that the Army has turned out such a serviceable rugby fifteen, it is to be hoped that an effort will be made to play an Army-Navy match before the *Hawkins* and the *Submarines* leave for the North on the 22nd. The *Alacrity* has, unfortunately, left already, but one fancies that, with an effort, the Navy should be able to get together a good team. The match would be a great draw. It seems the Navy are not partial to playing on the hard Club ground, but there seems to be no reason why the match should not be played on the centre of the Racecourse, where the ground is not quite so hard.

THE TEAMS.

The teams lined up as follows:—
HONGKONG F.C. THE ARMY.

Back.
Way. Lt. Halford (Wills).
Three-quarters.
Railton. Lt. Moore (Wills).
Hall. Lt. Peacock (Wills).
Wallace. Capt. Tomory (R.A.M.C.).
Brand. Lt. Beavan (Wills).

Halves.
Henderson. Capt. Murray (I.M.S.).
Smith. Capt. James (Wills).

Forwards.
Trason. Capt. Legg (Wills).
Harper. Lt. Hammond (R.E.).
De Courcy. Lt. Clauson (R.E.).
Cobb. Lt. Sergeant (Wills).
Paravicini. Capt. Bristow (R.G.A.).
Youll. Lt. Doddington (Wills).
Colthurst. Sgt. Woodward (Wills).
Short. Corp. McGrath (Wills).

THE PLAY.

The first noticeable good play in the game was a fine bout of passing among the Club threes. Henderson served the ball to Wallace, who, when tackled, gave it to Brand. The last named was brought down by Tomory. The Army brought the ball away to the other side, Murray and Tomory being conspicuous for short runs. The Army forwards were using their feet to good advantage, and it seemed as if they would score, but the Club threes, particularly Wallace and Railton, did a lot of effective tackling. Tomory, getting the ball from a line out, ran right across the field, and was making tracks for a try when he was brought down near the line. The Army kept up the pressure and Way was forced to touch down in self-defence. Soon after, the Army scored their first try. Murray received the ball from a five yards scrum and passed to Beavan who scored at the extreme corner. Legg failed to add the major points, and the Army were leading by 3 points to nil.

The Club took the aggressive for a while after this. Wallace received the ball from Henderson and did a fine run, swerving past five of his opponents, but he was brought down by Moore. The next Club man to come into the limelight was Railton, who made a valiant attempt to wriggle through the whole of the opposing fifteen. He did get past a good many men, but spoilt a fine individual effort by passing forward to Wallace. After this, the Army dominated the game for a while, and the spectators were treated to some splendid bouts of passing among the Army threes. Once Murray got the ball from Peacock and passed to Tomory. The last named ran full pelt for the goal and only passed to Beavan when he came to Way. Beavan ran into touch, but, in attempting to evade one of the Club defenders, went behind the line of play. The Club came near to scoring before half-time. A brilliant bit of work between Wallace and Henderson was seen, in which each player, cleverly swerved past more than one Army three. Henderson

might have run through on his own and scored, but he preferred to pass to Hall. To the disappointment of the Club supporters, Hall missed an easy pass, and a great chance was lost. At half-time, the score stood:—
THE ARMY..... 3 points (one try).
HONGKONG F.C. nil.

For the first ten minutes of the second moiety, the Army cut out the running and kept the ball in or near the Club 25, making very strenuous efforts to score. The Club threes were forced to be on the defensive, and they did some rare good tackling. The forwards, too, though the lighter pack, fought every inch of ground stubbornly. The Army forwards were, however, not to be denied, and with the aid of their feet they got the ball past the Club defenders. Finally, Doddington touched down after a prolonged scrimmage near the Club line. Legg was deservedly cheered when he added the major points from a difficult angle, and the Army score had increased to 8 points. The Army still remained in the Club territory, where the Club defenders were sorely pressed. Railton did two flashy runs right from his goal, but in neither instance did he gain much ground, and he would have done much better if he had kicked into touch. During the final stages of the game, the Club pressed, and had their efforts rewarded in the form of a try scored by Harper off a pass from Wallace. Wallace failed to convert, and the final whistle went with the score reading:—
THE ARMY..... 8 points (one goal and one try).
HONGKONG F.C. 3 points (one try).

BASKET BALL.

HONGKONG BASKET BALL LEAGUE.

The standing of the above League at present is as follows:—

American Athletic Club	2 points.
U.S.S. <i>Helena</i>	2 "
South China	2 "
University "A"	0 "
University "B"	0 "
Queen's White	0 "
I.R.C.	0 "
Y.M.C.A.	0 "
Queen's Red	0 "

BILLIARDS.

OPEN CHAMPIONSHIP OF THE COLONY.

At the V.R.C., to-night, Lieut. Golding, R.G.A., meets A. G. Pile in the above competition.

FOOTBALL.

HONGKONG F.C. v. ST. JOSEPH COLLEGE.

The following team will represent the Hongkong F.C. in their match v. the St. Joseph's College (semi-final, Hongkong Challenge Shield), at 4.30 p.m. to-morrow:—G. Rodger, A. Black, M. Tonkin, M. L. Railton, J. Stewart, J. W. McPhail, J. B. Hamilton, T. Neal, J. Stalker, J. Rodger, K. E. Riis.

HONGKONG F.C. (R.) v. ST. JOSEPH'S (R.).

The following will represent the Hongkong F.C. and eleven v. the St. Joseph's College in their second division league match at 2.30 p.m. to-morrow on the Club ground:—McKenzie, Gerrard and Jones; Ogilvie, Weyman and Matthews; Pilger, May, Zevertin, Boysen and Meffer.

UNITED SERVICES LEAGUE.

The following is the position in the United Services League:—

Club	P.	W.	L.	D.	F.	A.	P.
H.M.S. <i>Carlisle</i>	13	10	1	2	30	6	22
H.M.S. <i>Tamara</i>	10	7	1	2	16	4	16
H.M.S. <i>Hawkins</i>	8	5	1	2	22	7	12
2/Wiltshires	11	5	1	5	20	12	11
H.M.S. <i>Amethyst</i>	10	3	5	2	8	12	6
H.M.S. <i>Alacrity</i>	9	2	6	1	7	10	6
H.M.S. <i>Amethyst</i>	9	1	7	2	10	17	4
H.M.S. <i>Morision</i>	10	1	9	0	4	43	2

A BIG HAUL OF OPIUM.

A FINE OF \$10,000.

At the Magistracy, yesterday, a Chinese was charged with being in unlawful possession of 204 taels of opium, valued at \$3,594.

Mr. Turner, appearing for the defence, pleaded guilty, and, in extenuation, stated that defendant had only acted as agent for a man who was in the country. Mr. Turner tried to get the man come down and pay the fine, but the man refused. He hoped that this would be taken into consideration when the penalty was imposed.

Inspector Kent stated that the Police raided a house in Wanchai and the opium was discovered concealed in a rattan basket. The usual fine would be about \$37,000 (ten times the value of the opium discovered).

Mr. Irving fined defendant \$10,000, with the alternative of twelve months' hard labour.

IMPENDING DEPARTURE OF COMMODORE GURNER.

HIS SUCCESSOR.

Commodore V. G. Gurner of the Royal Naval Dockyard in Hongkong is to be relieved in May next, the period of appointment of Commodore, Hongkong, having been shortened from three to two years.

The new Commodore appointed is Commodore William Bowden Smith, C.B.E., who saw service during the war as follows:—From the outbreak of the war till May, 1918, he commanded H.M.S. *Russell* (battleship) and served as Flag Captain to the then Rear-Admirals Stuart Nicholson, M.V.O., and Sydney Freemantle, M.V.O. In May, 1918, he served as Flag Captain to Admiral Sir Geo. A. Callaghan, G.C.B., G.C.V.O., Commander-in-Chief at the North. In August, 1918, he was appointed to command the cruiser *Carnarvon*, and in May, 1919, commanded the light cruiser *Satellite*. Commodore Bowden-Smith, in recognition of his services, was awarded the C.B.E. in May, 1919.

COMPANY REPORT.

HONGKONG ROPE MANUFACTURING CO. LTD.

The report of the General Managers (Messrs. Shevan, Tomes & Co.) for the year ended December 31st, 1919, states:—

The balance at credit of profit and loss account, after allowing for the interim dividend of \$60,000 paid in August last and including the balance of \$50,570.43 brought forward from 1918, is \$141,540.70, which it is proposed to appropriate as follows:—

To place to reserve fund	\$10,000.00
To place to investment depreciation account	10,000.00
To pay a final dividend of \$1 per share	60,000.00
To pay a bonus to staff	10,928.81
And to carry forward to the credit of next year's account	50,611.89

Consulting Committee.—Messrs. H. P. White and A. O. Lang resigned on leaving the Colony, and Messrs. G. W. Barton and J. W. C. Bonnar were invited to take their places on the Consulting Committee. In accordance with the Articles of Association Messrs. G. W. Barton, J. H. Wallace and J. W. C. Bonnar retire, but offer themselves for re-election.

TALE OF A COAL-SCUTTLE.

A Chinese, who had a previous conviction against him, was charged at the Magistracy, yesterday, with being in unlawful possession of a coal-scuttle, which, the prosecuting Sergeant said, was brand new. Defendant related a long story of how the scuttle came into his possession. He said he was walking along the street when a marine hawker, whose name and address he did not know, offered the scuttle to him at a cheap price. Believing that he could realise a decent profit out of it by re-selling he purchased the scuttle.

Mr. Smith found the tale unconvincing and sentenced defendant to three weeks' hard labour.

THEFT OF IRON.

At the Magistracy, yesterday, a Chinese was charged with stealing a bag of rice.

The man was employed on a launch which was towing a cargo-boat and when nearing the shore, with the aid of another man who has escaped, he transferred a bag of rice from the boat to the launch. He was caught in the act.

Defendant blamed the man who escaped. Mr. Smith sentenced defendant to six weeks' hard labour.

RETURNED BANISHEE IMPRISONED.

At the Magistracy, yesterday, a Chinese, who had two previous convictions against him, was charged with returning from banishment before the expiry of his term. The man was only banished in October of last year. He was sentenced to twelve months' hard labour.

DANGEROUS HYMNS.

According to a Seoul dispatch to the *Asahi*, a number of Korean students and Christian pastors were recently arrested by the police on the charge of distributing broadcast strongly-worded propaganda songs in print among the students at the various common schools. It appears that the distribution of these songs took place in January, and the police have been after the distributors ever since.

CANTON NEWS.

March 10th.

THE CRISIS IN KWANGTUNG.

Serious fighting between the Kwangsi and the Yunnanese troops in the North River region, is now taking place near Samshui. The Kwangsi troops are said to be retiring on Samshui. Communication and traffic between Samshui and Shuihing are interrupted. The Yunnanese troops are moving downwards from the north to Hohow in Samshui. It is stated that General Luk Wing-tung and others, who have adopted a rather neutral attitude in the present conflict, have now changed their attitude and have sent reinforcements from Kwangsi to Shuihing via Wuchow.

The situation in the East River region has assumed a grave aspect. The Canton forces, under the command of Chan Kwing-ming, in Southern Fukien, are said to have received orders to return to Canton, especially for the purpose of driving out the Kwangsi Militarists from the Kwangtung province. The Yunnanese troops, under the command of Wu Yuku, in the Mai Yuen district near Swatow, have declared in favour of Li Lieh-kwan and have occupied the whole of the district.

Lau Chi-luk, the Defence Commissioner of Swatow, is reported to be missing. The Canton forces, under the command of Lau in Swatow, are being closely watched by the Kwangsi troops there. The Tachun, Mok Wing-sun, has ordered precautionary measures to be taken to oppose the advance of the Yunnanese forces.

Sensational reports are current in Canton that, as a decision of the recent Military Conference in Lungchow (Kwangsi), General Luk and other Kwangsi leaders are going with large forces to Kwangtung. There is a movement in favour of self-government in the 2 Kwangs, and General Luk is supposed to be its leader. No other troops, except the Kwangsi and a small part of the Canton forces, will be allowed to remain in Kwangtung.

An exodus of the well-to-do people in Canton is reported, and large numbers are said to be leaving for Hongkong and Macao.

RECLAMATION NEAR MACAO.

It is reported that the reclamation work on the Chingchow shores, near Macao, is being resumed. A large number of junks are to be seen along the shores carrying material for the workmen. Two of the barracks on the shore have been recently completed, but they have not yet been occupied. Several gunboats are patrolling the coast apparently to afford protection to the workmen.

DISTURBANCE IN SAMSHUI.

The Bureau of Navigation in Samshui was hurried by a mob of several thousand boatmen on March the 7th as a protest against a tax levied on boats.

March 11th.

THE CRISIS IN KWANGTUNG.

According to reports received in Canton yesterday, Li Lieh-kwan left the Yung-yuen district on March 5th, and was expected in Chihing on or about March 10th. Shum Hing-ying, the Chief Commander of the Kwangsi and Canton forces, reports that he is approaching the Northern borders, and Mok Ching-chung, the Tachun's son, has reported the arrival of his forces at Sainam. It is reported that Li Kan-yuen, Tachun Lok's protegee, and Commander-in-Chief of the Yunnanese troops in Kwangtung, has not been seen in Shuihing for some days. Li Kan-yuen, it is said, had a narrow escape as one of his bodyguards attempted to shoot him in his office at Shuihing. The man was arrested and shot.

THE PROVINCIAL ASSEMBLY.

Owing to the conflict between the Kwangsi and the Yunnanese troops members of the Provincial Assembly held informal meetings to discuss the re-opening of a regular session so that they may take steps to stop hostilities. It is expected that the new session will begin about the end of March.

FIRST PUBLIC GARDEN.

The work on building the first public garden in the city, which commenced about a month ago, will be completed within 8 months. The plan of this garden is based on the plan of a garden in America.

THE NORTHERN SQUADRON IN AMOY.

Li How-ki, the Fukien Tachun, has reported the Peking Government that the Northern Squadron in Amoy surrendered to the South.

PUGET SOUND—SYDNEY.

Seattle and Tacoma merchants are agitating for a direct steamship line between these ports and Sydney, N.S.W.

CADBURY'S CHOCOLATES

KING GEORGE	in 1 lb tins	\$1.00 per tin
"	"	"
IMPERIAL	"	0.50 "
"	"	1.00 "
"	"	0.50 "
TROPICAL	"	0.80 "
(Hermetically Sealed)		
CHOCOLATE BISCUITS		1.00 "
(Bourneville Mixture)		
CHOCOLATE JORDAN ALMONDS	"	0.80 "
CHOCOLATE NEAPOLITANS		0.30 per pkt.
in Packets		

AND

HUNTLEY & PALMER'S BISCUITS

AT GREATLY REDUCED PRICES.

CAFE NOIR,	SPONGE RUSKS,	BREAKFAST,
OATEN,	FRUIT,	RURAL,
WHEATMEAL,	GARIBALDI,	GINGER BREAD,
RUSKS,	COLONIAL,	TEA RUSKS,
GINGERNUTS,	OSBORNE,	OVAL WATER,
PETIT BEURRE,	NICE,	WAFERS.

LANE, CRAWFORD & CO.

Just received from U.S.A., a new shipment of Typewriters—different models.

Inspection cordially invited by—

UNIVERSAL IMPORT & EXPORT CO.,

HOTEL MANSIONS,

Top Floor,

HONGKONG.

NEW RECORDS

"TAXI"

ONE STEP.

"CLEO"

FOX-TROT.

AT

ANDERSON'S

Powell Ltd.

TELEPHONE 346

GENTLEMEN'S HIGH-CLASS OUTFITTERS.

SEASONABLE UNDERWEAR



Our Underwear is very carefully selected, the special weaves are not only porous and consequently cool, but absorbent, thus preventing chills. Call and inspect our samples or we shall be pleased to send them on approval.

NEW ADVERTISEMENTS

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FIFTY-FIRST ORDINARY MEETING of SHAREHOLDERS will be held at the Office of the undersigned at Noon on TUESDAY, March 16th, 1920, for the purpose of receiving a statement of Accounts and the report of the General Managers for the year ending 31st December, 1919, and electing a Consulting Committee and Auditor. The TRANSFER BOOKS of the Company will be CLOSED from March 10th to March 15th, both days inclusive.

JARDINE, MATHESON & Co., Ltd.,
General Managers.
HONGKONG FIRE INSURANCE COMPANY, LTD.
Hongkong, March 11th, 1920. 559

THE HONGKONG ELECTRIC CO., LIMITED.

THE Consumers of the Company will be notified individually if their FANS are not suitable for the current supplied during next Summer and they are requested to take no notice of advertisements to the contrary issued by any other persons than the Hongkong Electric Co., Ltd.

GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, March 9th, 1920. 558



SEALED TENDERS will be received at the R.N. Hospital until 10 A.M. on MARCH 20TH, 1920, from persons desirous of supplying Beef, Mutton, Pigs, Pork, Breck, Cheese, Eggs, Milk, Aerated Waters, and other provisions, and necessities for the year ending 31st March, 1921.

Printed Forms of Tender and particulars can be obtained at the R.N. Hospital. The right to reject the lowest or any Tender is reserved.

C. S. WOODWRIGHT,
Surgeon Captain, R.N.
R.N. Hospital,
Hongkong, March 11th, 1920. 556

NOTICE.

TENDERS are invited for the purchase of the wreck of the Schooner "ALBOKU MARU" stranded 140 miles east of Formosa. For full particulars apply to the undersigned.

GILMAN & CO., LTD.,
Lloyd's Agents. 543

WANTED.

THOROUGHLY experienced ACCOUNTANT required by European Firm immediately. Suitable man with good qualifications may expect corresponding remuneration.

Apply—
Box 552,
Care of "Daily Press" Office. 552

WANTED.

LADY and GENTLEMAN travelling to England per s.s. "KITANO MARU" sailing from Hongkong 15th June next, desire help with three children. Terms by arrangement.

Reply—
Box 551,
Care of "Daily Press" Office. 551

FOR SALE.

TWO BELISS & MORCOM TRIPLE EXPANSION 400 H.P. ENGINES, direct coupled to 250 K.W. Direct Current Generator or 75 cycle Alternator, complete with three Boilers, Condensing Plant and Economiser. Full Specification can be obtained at the Office of the Hongkong Electric Co., Ltd., St. George's Buildings. The Plant may be inspected at the Company's Works at North Point by arrangement with the Office.

557

FOR SALE.

ONE SUIZER DIESEL ENGINE 300 H.P. direct coupled to a 200 K.W. Alternator. Full Specification can be obtained at the Office of the Hongkong Electric Co., Ltd., St. George's Buildings. The Plant can be inspected at the Company's Works, Wing Fung Street, Wanchai. The Company are prepared to accept an offer for the Engine without the Alternator.

558

A COMPLETE AERATED WATER PLANT FOR SALE.

THE MACHINES are made by Messrs. BRATBY & HINGWILL, Ltd., Manchester, and guaranteed in perfect working order. This complete plant will turn out 2,400 dozen aerated water per day.

KWONG SANG HONG LTD.,
P. O. B. 320,
Hongkong. 487

FOR SALE.

5-ROOMED BUNGALOW on Peak with good Garden and Grass Tennis Court. Apply to—

Box No. 541,
(Care of "Daily Press" Office. 541)

TO LET.

A GODOWN at Yau Ma Tei. Apply to—

THE HONGKONG LAND RECLAMATION CO., LTD.
1207

TO LET.

A SHOP in Nathan Road, Bowloon. Apply to—

HUMPHREYS ESTATE & FINANCE CO., LTD.,
Alexandra Buildings. 65

INTIMATIONS

THE HONGKONG ROPE MANUFACTURING COMPANY, LTD.

THE THIRTY-SIXTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held at 36, George Street, Chater Road, Victoria, on THURSDAY, MARCH 18TH, 1920, at 11 o'clock A.M., for the purpose of receiving a statement of Accounts and the report of the General Managers for the year ending 31st December, 1919, and electing a Consulting Committee and Auditor. The TRANSFER BOOKS of the Company will be CLOSED from Saturday, March 13th, 1920, until Thursday, March 18th, 1920, both days inclusive.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, March 8th, 1920. 542

THE GREEN ISLAND CEMENT CO., LIMITED.

THE THIRTY-FIRST ORDINARY ANNUAL MEETING of the SHAREHOLDERS in the Company will be held at the Office of the Company, St. George's Building, Chater Road, Victoria, Hongkong, on SATURDAY, the 20th day of MARCH, 1920, at 11.30 o'clock in the forenoon for the purpose of receiving a Statement of Account and the Report of the Directors for the year ending 31st December, 1919 and declaring a Dividend.

The TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, March 11th, 1920 until SATURDAY, March 20th, 1920, both days inclusive.

By Order of the
BOARD OF DIRECTORS.
Hongkong, March 8th, 1920. 532

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.

THE FORTY-SECOND ORDINARY ANNUAL MEETING of the SHAREHOLDERS in the above Company will be held at the Office of the General Agents, Pedder's Street, on WEDNESDAY, MARCH 24TH, at 11.30 A.M., for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December 1919.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th to 24th March, both days inclusive.

JARDINE MATHESON & Co., Ltd.,
General Agents. 531

THE CHINA PROVIDENT LOAN & MORTGAGE CO., LTD.

THE TWENTY-THIRD ORDINARY ANNUAL MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, St. George's Building, No. 6, Connaught Road, on SATURDAY, MARCH 27TH, 1920, at 11 A.M., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1919, and electing a Consulting Committee and Auditor.

THE TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, MARCH 20TH, 1920, until SATURDAY, MARCH 27TH, 1920, both days inclusive.

SHEWAN, TOMES & CO.,
General Managers. 543

HONGKONG TRAMWAY COMPANY, LIMITED.

(Incorporated in the United Kingdom.)

NOTICE IS HEREBY GIVEN that the COLONIAL (Hongkong) REGISTER of the Company will be CLOSED from TUESDAY, 16TH MARCH, 1920, to WEDNESDAY, 14TH APRIL, 1920, both days inclusive.

By Order of the Board of Directors.
W. E. ROBERTS,
Secretary. 542

NATIONAL LOANS OF 3RD AND 4TH YEAR OF THE REPUBLIC.

SUBSCRIBERS to the above LOANS are hereby notified that arrangements have been made to proceed with their redemption by a second drawing of the Fourth Year Loan and a third drawing of the Third Year Loan. The date of the drawings and of payment will be announced by the Ministry of Finance.

F. A. AGLEN,
Inspector General of Customs.
Peking, March 1st, 1920. 544

FRENCH LOAN 1920.

ISSUED at par in Bonds of Fcs. 100, and redeemable at Fcs. 120 for each Bond within Sixty years by Half-yearly Drawings, beginning 1920. Bonds exempt from taxes. Interest payable twice yearly, on MAY 1st and NOVEMBER 1st.

Subscriptions accepted till MARCH 15th, by the
RUSSO-ASIATIC BANK,
R. RODIGERS,
Manager. 483

REPULSE BAY HOTEL.

SATURDAY, MARCH 13TH.
TEA DANCING FROM 4 P.M. TO 7 P.M.
DINNER DANCE FROM 8 P.M.

SUNDAY, MARCH 14TH.
Orchestral Concerts during Tiffin and afternoon Tea. 310

A. G. DA ROCHA
IS THE AUCTIONEER.

AUCTIONS



PUBLIC AUCTIONS.

BY APPOINTMENT.
HUGHES AND HOUGH,
AUCTIONEERS TO THE GOVERNMENT AND ADMIRALTY.

General Auctioneers.

Share, Coal and General Produce Brokers

The Undersigned have received instructions to sell by Public Auction,

(For Account of the Concerned),
On SATURDAY,

March 13th, 1920, at 10.30 A.M., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street,

ONE "EXCELSION" MOTOR CYCLE
18 H.P. twin cylinder, complete with generator, speedometer, lamp horn, etc., guaranteed in first class running order.

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.

The Undersigned have received instructions to sell by Public Auction,

(For Account of the Concerned),
On SATURDAY,

March 13th, 1920, at 10.30 A.M., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street,

A LARGE QUANTITY OF
DINNER CROCKERY AND GLASS WARE,

consisting of:—
DINNER SERVICES: Blue and Gold, White, Pink, etc.

GLASS WARE: Champagne and Green Rock Glasses, Tumblers and Sundries.

Also
Baby Carriages, Ice Cream Freezers, etc.

Carpet Squares, Linoleum, etc.

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.

The Undersigned have received instructions to sell by Public Auction,

(For Account of the Concerned),
On SATURDAY,

March 13th, 1920, at 11 A.M., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street,

A number of lots of
CUTLERY AND E.P. WARE

consisting of:—
Knives, Forks, Spoons, Sauce Boats, Toast Racks, Cruettes, Vegetable Dishes, etc.

Also
3 Cases Smoking Tobacco in small tins, and
A quantity of FURNITURE, etc., etc.

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.

The Undersigned have received instructions to sell by Public Auction,

(For Account of the Concerned),
On TUESDAY,

March 16th, 1920, commencing at 2.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street,

A small Consignment of
HOUSEHOLD LINENS, etc.

Comprising:—
Turkish Towels, Bath Towels, Bath Sheets, Double Bed Sheets, Bathroom and Drawnwork Bedspreads, Table Covers, Crochet and Drawnwork Doilies.

Also
A few lots Brass Jardinières, Large Kinko-san Vases, Japanese Vases.

Two Travelling bags and Suit Cases.
(All new goods and in small lots)

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.

The Undersigned have received instructions to sell by Public Auction,

(For Account of the Concerned),
On TUESDAY,

March 16th, 1920, at 2.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street,

TEAKWOOD AND BLACKWOOD FURNITURE, GLASS AND BRASS MOUNTED BEDSTEADS, TEAKWOOD TWIN BEDSTEADS,

CARPETS, etc., etc.,
Comprising:—
Chesterfield Sofas, Arm-chairs (new), Folding Card and Occasional Tables, One Upholstered Suite, Bedroom Furniture comprising Teakwood Twin Bedsteads, large and small Wardrobes, Dressing Table and Chairs, Washstands, etc. (fitted Teakwood), Sideboards, Dinner Waggon, Extension Dining Tables and Chairs, etc. Dinner Services, Crockery, and Glass Ware, Cooking Stoves, Cutlery, etc., Bath Room Utensils, Electric Plated Ware.

Electric Reading Lamp, Blackwood and Teakwood Screens, a quantity of Blackwood Furniture, Blackwood Fire Screens, Side Tables, Chairs, Cabinets, Pictures, Carpets, new and second-hand.

Also
Four Pianos, One Enamelled Bath Camera, etc., etc.

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.

P. & O. S. N. COY.

THE Steamship

"BANCA"

will be despatched from Hongkong on or about

MARCH 23RD,

Taking Cargo Through to

MARSEILLES, LONDON and ANTWERP

For freight apply to—

MACKINNON MACKENZIE & Co.,
No. 12, Des Voeux Road, Central Hongkong 39.

553

INTIMATION

WATSON'S



maintains the same

HIGH quality TO-DAY

as BEFORE and during

the War.

Per Case including duty.

\$29.00

A. S. WATSON & CO.,

LIMITED.

WINE AND SPIRIT MERCHANTS

TEL. No. 616

11

HONGKONG OFFICE: 10A, DES VOEUX ROAD, C.

LONDON OFFICE: 121, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MARCH 12TH, 1920.

HONGKONG AS A SHIP-BUILDING CENTRE.

THE House of Commons Select Committee on National Expenditure, in their final report, which deals with the National Shipyard, give a good advertisement to Hongkong as a shipbuilding centre by publishing a table which shows that ships were built here during the war cheaper than in any other country where the British Ministry of Shipping placed orders. The table shows the following cost particulars of the vessels which were built abroad to the order of the Ministry of Shipping:

Where built. Average cost per vessel. ton d.w.

United States ... 13 ... 245 7 10

Japan ... 40 ... 44 17 8

China ... 3 ... 41 0 0

Canada ... 44 ... 39 10 0

Hongkong ... 11 ... 33 1 0

During the past five or six years many fine vessels have been launched from the shipbuilding yards of the Tai Koo Dockyard and Engineering Company, of Hongkong, Ltd., and the Hongkong and Whampoa Company, Ltd., and we recall an occasion—the third anniversary of the war when two standard ships were launched on the same day from the yards of the Hongkong and Whampoa Dock Co., Ltd.—when the Chairman ventured to predict that British shipowners would have to come to Hongkong after the war to build ships for them. Mr. Donnell considered that labour facilities made that a foregone conclusion. Shipbuilding yards here, as Mr. ANTON remarked on that occasion, have many advantages over some of the shipbuilding yards at home, but they have one disadvantage, and that is that they have to get their steel out from home for their ship plates and boiler plates. And yet the yards in Hongkong during the war were able to build more cheaply than the yards of any other country in which our Shipping

Ministry placed orders. How the cost in Hongkong compares with the cost of building in the yards at home is not shown in the abstract of the Report that we have seen, but we believe we are correct in saying that not even in the yards of the United Kingdom were ships built at a lower cost than they were in Hongkong. With a fluctuating exchange of currencies such a comparison may not hold good for long. At the time these ships were built exchange was ruling rather below than above the 3/- level; to-day it is well over the level of 5/- and the comparison, when the figures are expressed in sterling, cannot, to-day, we suppose, appear quite so favourable to Hongkong. The shipwright wants for his labour just as many dollars, whether the sterling value of the dollar is 2/8 or 5/8, but it makes a big difference in a shipyard's labour bill when the totals are expressed in pounds, shillings and pence, instead of dollars and cents. Exchange, however, is at the present time abnormal, and while it remains so it may be difficult for the Hongkong yards to live up to the reputation for cheapness acquired during the war. Shipbuilding and repairing, however, are among the Colony's most important assets, and every effort must, of course, be made to keep the yards in a position to successfully compete with similar yards elsewhere. We have heard nothing so far of what is being done by the Committee which was appointed by His Excellency the GOVERNOR to enquire into the economic resources of the Colony, but we take it for granted that one of the things that this Committee will investigate is the possibility of obtaining somewhere in the vicinity of the Colony the steel that the shipbuilding yards require and have to purchase now in Europe or America. On the memorable occasion to which we have already referred, Mr. ANTON said he saw "a possibility of having our own steel works in Hongkong, since we have iron ore very near, and lots of coal in Kwangtung." "It only wants enterprise to have those steel works established," he said. We are still waiting for that enterprise, and, in the interests of the permanent prosperity of our growing shipbuilding industry, it is to be hoped that the work of the Committee which is investigating the economic resources of the Colony may do something towards shortening the period of waiting.

One case (one death) of cerebro-spinal fever was reported in the Colony on Wednesday.

The usual fortnightly dance at the Peak Hotel was held last night with customary success, in spite of weather conditions.

Among the weddings announced to take place in Hongkong at an early date is that of Miss Kathleen Moxon and Major C. Leslie-Smith.

The Bangkok Dock Co., Ltd. is paying a final dividend of 15 per cent.—making 20 per cent. for the past year and carrying forward, to 1920, Ticals 65,906.

A yield of 78 per cent. of the normal is expected for the rice crop of Lower Burma, being 7 per cent. less than the actual yield of last year. The surplus available for export is now estimated to be 1,700,000 tons of cargo rice, equivalent to 1,440,000 tons of cleaned rice.

Surg.-Lt. G. B. Cockrem, Mr. H. F. Campbell, Mr. A. S. D. Cousland, Mrs. Paula Davis, Miss E. C. Leith, Mr. H. M. McTavish, Mrs. F. A. Redmond, Mr. and Mrs. H. E. Smith, Capt. A. J. Wulcock, and Mrs. Monteith Webb, and Mrs. W. B. Walker were among those not mentioned in our yesterday's paragraph, who left the Colony yesterday on the Empress of Russia.

The American Consul-General has received a telegram from Yunnanfu from Lieut.-Colonel Drysdale, Military Attaché of the United States at Peking, indicating that Mr. Sheldon, the American missionary who had been imprisoned by bandits for some time in Yunnan, has been released. No details of the negotiations carried on by Colonel Drysdale have been received as yet.

"Where is General Rozanoff?" is the heading given in a Japanese paper to a paragraph giving the rumours published in the Japanese Press regarding the General's arrival in Tokyo. The correct answer to the question at the present moment is that General Rozanoff and his wife are in Hongkong. The General was on the Russian Imperial Staff and one of his most treasured possessions is a pet dog that belonged to the murdered Tsar.

The Hon. Dr. Claud Severn, C.M.G., was seen off yesterday by a large gathering of friends. He was the recipient of several bouquets.

More taxation is the chief feature of Japan's Budget. Baron Sakatani complained at a meeting of the General Budget Committee of the House of Peers that "in spite of the great amount of social unrest in the land, the budget for the next fiscal year is conspicuous for the advance of taxation and the increase of loan bonds." At this rate the formulation of the budget for 1921 will be attended with such trouble as to end in ruin of the State's industries and finances.

The Japanese Prime Minister has recently been presented with a charm by the people of his native village. It is reported that the people of Motomiya-mura, Iwate district, in Mibiki Prefecture, which is the birthplace of Mr. Hara, the Prime Minister, recently gathered in the precincts of Omiya Shrine and offered prayers to the god therein enshrined for the safety of the Premier, who is now the centre of general criticism in regard to the universal franchise question, and who they think is in constant danger of being attacked by advocates of the cause. Among those present at this particular service were the Chief of the Village Office and leading members of the local branch of the Seiyu-kai, the gathering numbering over five hundred. After special prayer had been offered by a priest in charge, an "omamori-fuda" (charm) issued by the Shrine authorities was at once forwarded by registered mail to the Premier in Tokyo in the hope that he will wear it continuously in order that he may be guarded against assaults from his enemies.

CORRESPONDENCE.

THE LONDON MISSIONARY SOCIETY.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—As is well known, the high rate of exchange is placing all Mission Boards in a very serious position.

May I therefore, through the courtesy of your columns, make a special appeal for the funds of the London Missionary Society, for which collections are to be taken next Sunday at Union Church? Hongkong owes more to the London Mission than perhaps to-day is generally realised. It was here on the ground almost from the outset of the Colony's history, and maintained Christian ordinances for Europeans as well as the evangelistic, medical and educational work which still continues. Its basis is as broad as possible, no denominational restriction being laid either on its agents or its converts. Christians of all Protestant Churches, including those established by law, united in its formation more than 150 years ago, but since then most of the denominations have organised Mission work of their own, which naturally absorbs their interest.

To every effort in its place all of us wish Godspeed, but the catholic claim of the London Mission ought not to be overlooked particularly in China, where it was the earliest of Protestant Missions and held the almost impossible ground for long single-handed.

Every Mission at work in China is indebted to its pioneers for the first Chinese grammar, dictionary and translation of the Bible. These have been the foundation of all subsequent work; in developments from it the Mission has always taken an honourable share, and literature at large is under infinite obligation to a distinguished agent of the Society in Hongkong for what is still the standard English edition of the Chinese classics.

The home Churches which support the Society are making noble efforts to meet the parlous situation created by the doubling or trebling of the sterling value of the dollar, but the trouble is, and still must be, severe. I cannot but think that if the facts were realised this Colony would do more for its oldest and broadest Mission than is possible by the somewhat casual method of a Sunday's collections in a single congregation.

I do not overlook the support given locally to the Alice Memorial groups of hospitals. That, however, is all locally expended and simply returned to the locality in ministrations to the poor, the training of nurses and in other ways.

The general funds of the Mission do not benefit from this source, and, as there seems to be no one else to appeal on their behalf, I venture to do so on my own initiative, and shall be glad to acknowledge any contributions large or small which may be sent to my care.—Yours, etc.,

J. KIRK MACONACHIE,
Union Church,
March 11th, 1920.

CONSTITUTIONAL ACTION OR REVOLUTION?

MOST MOMENTOUS TRADES UNION
CONGRESS IN HISTORY.

WORLD'S ECONOMIC PROBLEM:
SUPREME COUNCIL'S EIGHT POINTS:
GERMANY'S BANKRUPTCY THREAT.

GERMAN PRINCE RUNS AMUCK:
ASSAULTS FRENCH OFFICERS IN BERLIN HOTEL.

CRITICAL SITUATION IN TURKEY.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

WORLD'S ECONOMIC PROBLEM: SUPREME COUNCIL'S SURVEY AND SUGGESTIONS.

London, March 9th.

The declaration on the economic conditions of the world approved by the Supreme Council on March 8th states that the Council, after carefully surveying all the aspects of the vitally urgent problem, agreed upon the following recommendations with a view to the amelioration of the present economic difficulties in Europe:—

Firstly, it is paramourly important that peace conditions should be completely restored at the earliest possible moment throughout the world. In order to achieve this object it is desirable:

(a) That peace and normal economic relations should be re-established as soon as possible throughout Eastern Europe; and

REDUCTION OF ARMAMENTS.

(b) That armies should everywhere be reduced to peace footing, and that armaments should be limited to the lowest possible figure compatible with national security and the League of Nations should be invited to consider as soon as possible proposals relating to the reduction of armaments.

(c) States created or enlarged as the result of the war should immediately re-establish full friendly co-operation and arrange unrestricted interchange of commodities in order that the essential unity of European economic life may not be impaired by the erection of artificial economic barriers.

NO EXTRAVAGANCE.

Secondly, not only the Government of each country but all the producers should immediately attend to the execution of all measures contributing to the full resumption of peaceful industry, encouragement of better output by the workers, improvement of machinery and means of transportation and removal of the disturbing features, such as profiteering.

Thirdly, each Government should immediately consider means of urging upon all its nationals the vital necessity of suppressing extravagance and reducing expenditure in order to bridge the gap which must exist for some years between demand and supply in essential commodities.

DEFATION OF CURRENCY.

Fourthly, it is essential to take early steps to secure the deflation of credit and currency:

(a) By the reduction of the recurrent Government expenditure within the limits of the revenue;

(b) By the imposition of additional taxation necessary for the purpose; and

(c) By funding short-term obligations by loans subscribed out of the savings of the people; and

(d) By immediate limitation and gradual curtailment of the Note circulation.

PROVISION OF RAW MATERIALS.

Fifthly, the provision of raw materials being essential to the restoration of industry means should be found whereby countries at present unable to purchase in the world markets can obtain commercial credits. It will be possible to achieve this when countries have made the reforms previously indicated.

Sixthly, the Conference recognises the necessity of continued co-operation among the Allies and the removal of obstacles to an easy interchange of essential commodities. The Allies will continue to consult together as regards the provision and distribution of the necessary raw materials and foodstuffs with a view to an early restoration of normal conditions.

BUILDING UP WAR'S WRECKAGE.

Seventhly, the Conference has paid careful attention to the case of the devastated regions, especially in North France. The restoration of these regions is of primary importance for the re-establishment of the economic equilibrium in Europe and the resumption of normal trade conditions. Evidently large sums are required for this purpose which cannot be provided out of the current revenue, nor can the work of restoration be postponed until reparation from Germany has been received. Therefore, the Conference recognises that the capital sums required for this restoration may properly be raised by market loans in anticipation of the reparation payments, provided that the Peace Treaty and the restrictions which they desire to see placed on the new borrowing do not apply to loans and credits to meet this abnormal capital expenditure.

POSITION OF GERMANY.

Eighthly, the Conference agrees that it is desirable in the interest both of Germany and her creditors that the total reparation payable by her should be fixed soon, and agrees to the extension of the period for (sic) months from the signature of the Treaty in which Germany is entitled to make proposals on the subject. The question of allowing Germany to raise a foreign loan should be referred to the Reparations Commission.

PARIS, March 7th.

The French Government has instructed the French representatives in London, in regard to the Supreme Council's economic memorandum, that it is impossible for France to accept any disguised revision of the Versailles Treaty or any diminution of the powers of the Reparations Commission. Consequently, the original text of the memorandum must be altered.

REVIVAL OF GERMANY.

SIGNOR NITTI EXPLAINS HIS PROPOSAL.

PARIS, March 6th.

In the course of cordial conversations Signor Nitti informed M. Millerand that he did not propose to organise a revival of Germany at the expense of the reparations due to the Allies, especially France. He favoured placing Germany in a position to resume work and enable her to meet her debts to the Allies.

GERMANY'S ECONOMIC SITUATION.

A THREAT OF BANKRUPTCY.

PARIS, March 8th.

Le Journal's correspondent in Berlin says that the German Government is preparing an economic memorandum to the Allies, demanding a minimum loan of 45,000,000,000 gold marks to Germany until the beginning of next autumn, and the modification of the regime of the occupied Rhine territories. The memorandum declares that if the plebiscite in Upper Silesia does not result in Germany's favour, Germany will be compelled to discontinue, immediately, the delivery of coal to France. If the justice of these demands is not recognised, Germany will proclaim bankruptcy.

BRITISH AND FRENCH GOLD FOR AMERICA. SUDDEN ADVANCE IN EXCHANGE.

London, March 6th.

A telegram from Washington says it is anticipated that the plans providing for the shipment of gold from Great Britain and France, valued at £70,000,000 to the United States will be officially announced immediately. Consequently, exchange has advanced sharply. It closed at 3.70 being an advance of over 13 cents during the past twenty-four hours.

ADRIATIC PROBLEM.

PRESIDENT WILSON APPROVES DIRECT NEGOTIATIONS.

PARIS, March 7th.

President Wilson's reply to the Allies' Adriatic note of February 26th is most conciliatory and expresses willingness to support direct Italian and Jug-Slav agreement provided that it accords with the agreement of December 9th.

President Wilson maintains his opposition to the application of the Pact of London.

UNITED STATES NAVY. TO BE STRONG IN ANY CASE.

London, March 7th.

A telegram from Washington says that in regard to the reported statement of Sir Eric Geddes, that Britain would not attempt to outstrip the United States in battleship construction Mr. Daniels, the Secretary of Navy, replied that he did not believe the report was official, and pointed out that Great Britain was encouraging her Colonies to build warships. Even if the United States joined the League of Nations she will have a navy equal to any other. If she did not join, she would have the greatest navy of all.

MR. DANIELS RECOMMENDS NEW PROGRAMME.

WASHINGTON, March 8th.

Before the House of Representatives Naval Committee, Mr. Daniels recommended that the naval building programme for the next fiscal year will be larger than the General Board's proposal "if the Treaty is not ratified during this session of Congress."

Mr. Daniels' recommendation was that, in the event of the Treaty not being ratified, the Board's programme regarding building capital ships—comprising two battleships and one battle-cruiser—be adopted, and urged additional construction of 20 light-cruisers and 14 flotilla leaders.

AMERICA AND THE SOVIET.

RESUMPTION OF TRADE TO BE PERMITTED.

WASHINGTON, March 8th.

It is stated that the Government has virtually decided to permit the resumption of trade with Soviet Russia when the Allies have outlined a definite policy, but this action does not involve recognition of the Soviet.

FAILURE OF SOVIETS.

MR. PHILIP SNOWDEN'S STRIKING ADMISSION.

LONDON, March 10th.

A striking admission has been made by Mr. Philip Snowden in a Labour paper. He confesses that the Soviet Government in Russia, was compelled to abolish local Soviet Councils, and points out that the official order abolishing them admits that the Councils signally failed to maintain order and actually produced grave disorders and caused the demoralisation of workmen and industry.

Mr. Snowden says that this decision and the Soviet's institution of forced labour should be a lesson to others wanting to imitate Russia.

EMPIRE COTTON GROWING DEPUTATION TO ASK FOR LARGER SUBSIDY.

LONDON, March 10th.

Mr. Lloyd George has consented to receive a deputation of representatives of the cotton trade as regards government assistance in the development of cotton-growing throughout the Empire.

The deputation will plead for a larger subsidy than £10,000,000 annually for a period of five years which the Government has offered.

HISTORIC TRADES CONGRESS. REVOLUTION OR CONSTITUTIONAL ACTION?

London, March 9th.

A special Trades Union Congress meeting on March 11th will be the most momentous in the history of the Labour movement.

It has been called to decide the question, whether, and how, the Government shall be compelled to adopt the nationalisation of the mines.

The agenda offers the alternative means: firstly, a general strike; secondly, an intensive political propaganda. Hence the Congress will have to decide between Revolution and constitutional action.

It is noteworthy that at the recent by-elections, the majority was against a strike. Although the Ashton-Wrekin and Paisley Nationalisation candidates stood defeated it is opined that the Congress will be fairly evenly divided, but the difference will be small, and the miners' vote, numbering 700,000, will be given solidly for "direct action."

EXTRAORDINARY SCENE IN BERLIN.

FRENCH OFFICERS ASSAULTED BY
GERMAN PRINCE.

BERLIN, March 8th.

A scene of extraordinary violence took place in the Adlon Hotel to-day. Prince Joachim Albrecht of Prussia, a cousin of the ex-Kaiser, observed two French officers, and ordered the orchestra to play "Deutschland Ueber Alles."

The Frenchmen remained sitting, whereupon the Prince and his party showered upon them a volley of abuse and threw champagne bottles and other missiles. One officer was badly maltreated.

Prince Joachim's party was ultimately turned out by the Hotel staff, who, the following day, refused to serve Prince Joachim's party and threatened to strike unless the party left.

It is anticipated that the French Government will take up the question of the assault.

Herr Noke has ordered the provisional arrest of Prince Joachim.

FROM CAIRO TO THE CAPE.

"SILVER QUEEN" IN SOUTH AFRICA.

LONDON, March 6th.

The Air Ministry announces that the *Silver Queen* has reached Bulawayo.

"SILVER QUEEN" MEETS WITH DISASTER.

BULAWAYO, March 6th.

The *Silver Queen* crashed to the ground. The pilot, van Ryneveld and Brand, were slightly injured.

LONDON, March 6th.

The South African High Commissioner states that there is a possibility of van Ryneveld continuing his flight to the Cape in another machine from the Union.

PORTUGUESE CABINET RESIGNS.

SUCCESSOR GRANTS STRIKERS' DEMAND.

MADRID, March 8th.

According to the latest reports from Portugal the Cabinet has resigned owing to the Chamber's opposition to the proposed dismissal of the strikers. The Democratic leader, Maria Silva, thereupon, formed a Cabinet which granted the demands, thus terminating the strike.

RAILWAY AND POSTAL SERVICES RESUMED.

MADRID, March 8th.

A message from Vigo says that the demands of the Portuguese railway strikers have been granted and railway traffic has been restored and postal services resumed.

SWEDISH CABINET RESIGNS NO DETAILS AVAILABLE.

STOCKHOLM, March 7th.

The Swedish Cabinet has resigned. There are no details available of the causes which led to the resignation.

ROYALISM IN HUNGARY.

Count Semisch, the President of the

Royalist Party, has convinced the Hungarians that a King is the only political and economic solution of the situation; but who shall be the King is the consideration. If he should be a foreigner, it is hoped, that he will have prestige with the other nations, and for this reason many members are anxious that an English Prince should be selected. Some are in favour of a candidate from a neutral country, like Spain.

CRISIS IN TURKEY. TO OCCUPY CONSTANTINOPLE.

London, March 6th.

The *Daily Telegraph* states that in view of the grave situation the Government has decided to order British military and naval forces to occupy Constantinople.

The French and the Italian Governments are invited to participate, and it is anticipated that they will agree to co-operate.

It is stated that ample forces are available for the occupation.

ALLIES CONTEMPLATE DRASTIC ACTION IN TURKEY.

London, March 6th.

It is officially stated that there will, probably, be no need to send troops from England to Constantinople, but there is an ample force available of troops stationed nearer Turkish territory.

The note from the Allies dispatched to the Turkish Government to-day, the terms of which have not been disclosed, is said to be drastic, and it is stated that it will be followed by drastic action, should the necessity arise.

INDIAN KHILAFAT CONFERENCE'S OUTBURST.

Calcutta, March 6th.

The Khilafat Conference has passed a resolution in favour of final messages to the Viceroy and the King-Emperor stating that they will sever their connection with the British Government if Mohammedan feeling with reference to Turkey is not respected.

A further resolution urged a Mohammedan boycott of British piece-goods.

FAR EASTERN CABLE NEWS.

[FROM OUR OWN CORRESPONDENT.]

NEGOTIATIONS REGARDING THE FOOCHOW AFFAIR.

PEKING, March 11th.

Official negotiations between China and Japan regarding the Foochow affair have not been opened yet, but an unofficial exchange of views has taken place. It is understood that negotiations will commence shortly simultaneously in Peking and Tokyo.

It is officially stated that the Government does not contemplate entering into direct negotiations with Japan regarding Tsingtau, not daring to disregard public opinion. The deadlock created by the Anfu Ministers' declining to attend Cabinet meetings, hoping thereby to force the Premier to resign, has been ended by the recalcitrant members of the Cabinet attending the Cabinet, thus constituting a victory for the Premier.

[THROUGH REUTER'S AGENCY.]

THE STRIKE IN JAPAN.

TOKYO, March 8th.

Work has been partially resumed at Yawata.

The workmen at the Japanese Government steel works at Yawata have been on strike for over a month. They came out originally, we believe, on a demand for higher wages, but later formulated several other demands, among them being that in future the formation of all workshops shall be selected from among the workers only, that bonuses to the workers be given twice each year instead of once a year, that on the three big national holidays and other special holidays wages be paid, and that guards at the entrance to the gates of the Foundry. Another factor in the dispute concerns advances made at low rates of interest to the town of Yawata from the deposits and relief funds of the Foundry operatives, without consulting them.—E.P.]

JOINT STOCK COMPANIES.

According to the Board of Trade's annual return the total number of new companies registered in the United Kingdom declined from 3,963 in 1917 to 3,504 in 1918, but the aggregate nominal capital rose from £27,813,296 to £127,579,466, and the average amount of the nominal capital increased from £71.11 to £36,465. In England and Wales 3,169 new concerns were registered, but as 1,109 companies went into liquidation, and 1,475 were removed from the register (including forty-six removed under the Trading with the Enemy Act), there was a net decrease in the total 585. At the end of the year the aggregate number of companies registered in the United Kingdom was 66,652, with a total paid-up capital of £2,506,515,116.

MUNICIPAL CURRENCY NOTES.

After four hours' discussion, Wigan Town Council decided on January 29th, by twenty-three votes to seventeen, that the Finance Committee be authorised to take into early consideration the question of the issue by the Corporation of currency notes on the security of the rates, revenues, and property of the Corporation for the purpose of financing, free of interest, undertakings such as housing, schools, parks, bath, and playing fields.

FAIR EASTERN NEWS. [ASIATIC NEWS AGENCY.]

PRIME MINISTER'S RESIGNATION.

PEKING, March 2nd.

Premier Chin has withdrawn his letter of resignation so that the present Cabinet will temporarily maintain its existence. The chief reasons which led to the resignation of the Prime Minister are reported to be as follows:—Firstly, the deplorable financial situation; secondly, the settlement of the Kuangchow issue. The leaders of the Peiyang Military Party, with the strong support of the majority party of the new Parliament, demand direct negotiation between China and Japan, but the popular sentiments of the Chinese people are decidedly against it. Thirdly, the change of the Military Governor of Hunan. Certain leaders of the Peiyang Party demand the immediate appointment of General Wu Kuang-hsin to this important post. Wu Kuang-hsin, so that at some future date, Wu Kuang-hsin to this important post. Wu Kuang-hsin, so that at some future date, Wu Kuang-hsin to this important post.

One of the above three important questions, the immediate danger is the change of the Military Governors Tsao Kuo, Li Shun and a few others who are anxious to maintain the existing status quo in the various provinces at the present moment.

FEARS OF CIVIL WAR.

KAIFONG, February 27th.

During the last few days, rumours of the dismissal of Military Governor Chao Tih of Honan, have been in wide circulation, and military leaders of this province have been actually making military preparations along the Peking-Hankow Railway to defy the orders of the Central Government when the mandate reaches Kaifong from Peking. But, so far, fortunately, only the mandate appointing Wong Yin-chuan, an important member of the Anfu Club, to the post of Civil Governor of Honan, has been received. Mr. Wong is expected here from Peking in the course of a few days, and it appears that for the sake of preventing civil war between leaders of the Peiyang Military Party themselves, the Central Government is going to permit Chao Tih to remain in his post, at least, for the present. The most important point is that the Military Governors Tsao Kuo and Li Shun threaten to resign their posts in case Chao Tih is removed from Kaifong. During the last few days, wealthy people have been removing their families to either Tientsin or Hankow where they can deposit their fortunes in foreign banks.

TOBACCO AND WINE LOAN.

SHANGHAI, March 2nd.

Mr. Hsu En-yuan, who is interested in the Tobacco and Wine Loan from the Americans, has arrived here from Peking and is busy engaged in discussing ways and means with the Chinese wine and tobacco merchants. The Chinese merchants are determined to ask the Central Government to cancel the American loan because they are willing to give this money to Peking themselves under the same conditions as the Americans. Chinese merchants in other provinces are supporting their colleagues in Shanghai.

ATAMEN SEMENOFF SUBMITS TO SOVIETS.

HARBIN, March 1st.

Latest advices from China, the headquarters of Atamen Semenoff, are to the effect that for the purpose of preventing fighting, the Cossack leader has submitted himself to the orders of the Soviet Government of Siberia, so that there is no fighting between the Cossacks and the Reds in Trans-Baikalia at present. The Soviet Government will probably recognize Semenoff's administration as part of the All-Russia Government in the same way as the Social Revolutionaries' Government at Vladivostok. But the question is how long can the Cossacks under Semenoff co-operate with the Bolsheviks in view of their past relations.

For the purpose of preventing the entry of the Bolsheviks into Chinese territory, the Peking Government has now appointed General Chang Tiao-lin to be Commander-in-Chief of the North-Western Frontier with General Pao Fung-chia and General Sun Lieh-chun as his assistants. This means that China is not taking chances with the Bolshevik danger along the Manchurian-Siberian frontiers. The Mongolian-Siberian frontiers will be guarded by the Chinese Frontier Army troops under the command General Hsu Chu-chien. Part of the 28th Army Division, under General Wu Chun-cheng, has been transferred from Fengtien to North Manchuria for frontier defence against the "Reds."

DIRECT NEGOTIATION ABOUT KIAOCHOW.

SHANGHAI, February 29th.

It is understood that Mr. Hu Wei-tai, former Minister to France, has declined the offer of the Central Government of the post of Foreign Minister in place of Mr. Lu, so that it is believed that with the concurrence of the leaders of the Peiyang Military Party, Mr. Chen Lu, Vice-Minister for Foreign Affairs, will be promoted acting Foreign Minister. This will save trouble for the members of the new Parliament about the appointment of a new Foreign Minister, especially as Mr. Chen Lu has administered the Waichowfu with satisfaction during the absence of Mr. Lu in Europe. The Shantung issue will be placed before Parliament for decision after the promotion of Chen Lu while Tiao Jui-lin, Wang Tsi-hsih and Sun Pao-chi will form a special diplomatic committee for assisting the Foreign Office, unofficially, in the settlement of the Kiaochow affair. There is no further doubt now that the Peking Government is going to accept Japan's suggestion of direct negotiation after the peaceful solution of the Foochow crisis.

SEND IMITATIONS

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The Secretary of the War Office announces that the British High Commissioner at Constantinople has called the attention of the Ottoman Minister of War to the fact that damage has been done recently to certain British cemeteries in Gallipoli; and that his Excellency has caused disciplinary action to be taken in cases in which Turkish soldiers were shown to be guilty of the offence. In order to prevent further acts of desecration and to facilitate the work of the Graves Registration Unit, the General Officer Commanding-in-Chief, Army of the Black Sea, is sending Serbian Guards into the area.

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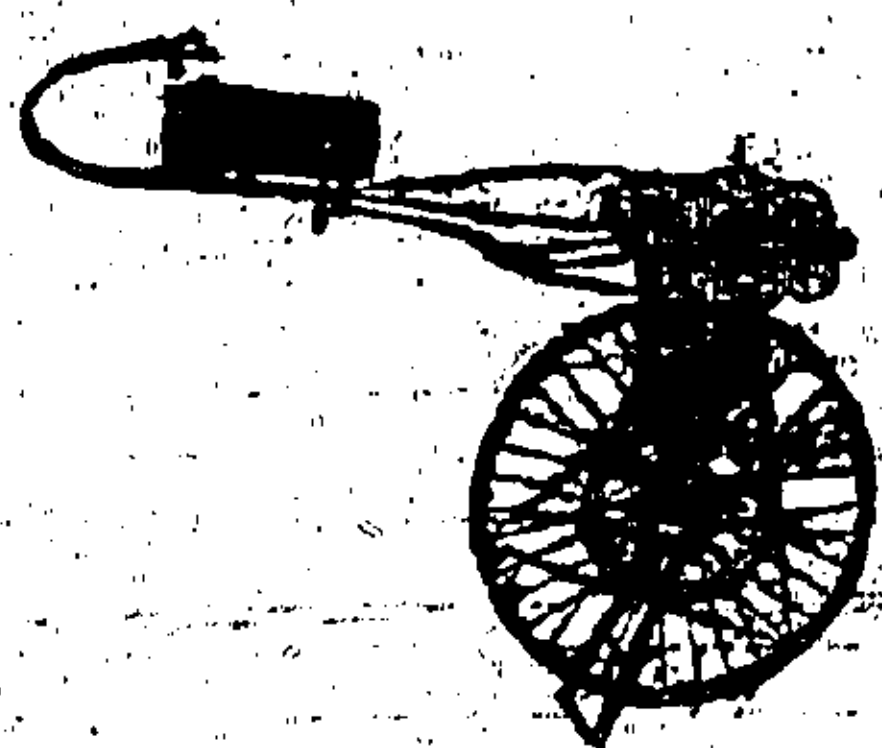
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**REVELATIONS ABOUT THE
GERMAN FLEET.**
ORDERS OF THE KAISER.

The German book of revelations has just been enriched by another important chapter. This is a little volume published by the widow of Admiral von Pohl, who, after serving as Chief of the Admiralty Staff at the beginning of the war, was appointed to the command of the High Seas Fleet in February, 1916, and held that post till his fatal illness in the following January. What Frau von Pohl offers us is a collection of extracts from her husband's diaries and letters without any kind of commentary or interpretation, but her object is to clear his memory from the slur left upon it by the attacks of Admiral von Tirpitz. Her book has a historical value in showing how the differences of opinion and dissensions in the control of the German fleet were exaggerated by the battle of Heligoland, to a crisis the conflict of view as to the tactics to be followed by the German naval forces, and also seems to have been the first factor seriously to discredit Von Tirpitz's policy of cultivating battle-ships and neglecting the smaller types of war craft. On the margin of the report on the battle the Kaiser wrote: "The fleet has become too confident through the inactivity of the English, who have made good use of the weather. Such surprise must not occur again."

The cost Von Pohl some trouble to get this order modified into a form more complimentary to the fleet. On the following day, however, the Kaiser, who was very nervous about the fate of his ships, gave the command: "No aggressive action till I order it." Von Pohl, Von Tirpitz, and Von Moltke were all of opinion that this command would paralyse the initiative of Admiral Ingenohl, the then commander of the High Seas Fleet, and the Chief of the Admiralty Staff, seems to have taken upon himself to suppress it. Or, rather, he considered that it was sufficiently clearly expressed in a message to which he obtained the Kaiser's agreement, recommending "cautious reserve in face of superior hostile forces, so that the object of our operations, the concentration of all our forces for a decisive battle, may not be imperilled by premature losses."

CONFLICTS WITH TIRPITZ.

From this point the conflict at headquarters on the question of tactics was incessant. Bethmann-Hollweg continually urged that the fleet should be kept intact for peace negotiations. Von Tirpitz, who made no secret of his conviction that the Chancellor wanted to sacrifice the fleet in a naval agreement with Great Britain, was all for seeking a big naval engagement, though when questioned by Von Pohl he could never say how this was to be brought about with any chance of success for Germany. Von Pohl himself held a middle course, advocating caution and reserve as the dominating principle, coupled with the prompt utilization of all favourable opportunities of striking a damaging blow.

On November 25th Von Pohl unburdened his soul to his wife as follows:—
There is not room for both Tirpitz and me in the navy, and as he will apparently stay I shall have to go. Besides, I have done enough, and have the right to rest. The war is making great demands on me. General von Y. came once, as we were dining together in the Hotel Brasseur at Luxembourg, that he could not converse with Tirpitz, who always spoke to him too much like a schoolmaster. He played the schoolmaster at every meal, and all his remarks contained condemnation of the conduct of the war and belittling of my activity. I must always keep myself under control so as not to fly out at him.

He has not a trace of comradeship, and just as little does he understand how to carry on war. He looks at everything from the standpoint of his own person. For years the Admiralty staff has fought for other types. After the war the Admiralty staff and the active fleet will again come to their rights. All the proposals as to types of ships which I have made since I have been chief of the Admiralty staff, and which have been rejected by him, will have to be reconsidered after the war. Since 1901 Tirpitz has decided to the types of ships. Now the whole conduct of the war is suffering under that. Only to-day his Majesty wrote on a telegraphic report of the last fight of the *Emden*, in which the superiority of the hostile artillery (fifteen centimetre) was emphasised: "Why have we stuck so long to 10.5 centimetre?" That is the fault of this man alone.

From Frau Pohl's book it appears that both the Kaiser and Bethmann-Hollweg were at first opposed to the use of Zeppelins against London. On January 5th, 1915, her husband reports as follows on a consultation with the Chancellor: "He does not want London attacked, but I do, for otherwise the employment of our airships will be too great a risk without corresponding success." A few days later the admiral reported on air warfare to the Kaiser in the presence of Bethmann-Hollweg, and afterwards wrote to his wife:

"I developed my standpoint, and then the Chancellor raised his objections. I did not mind matters, and attacked the Chancellor, saying that we must not treat England tenderly, but be ruthless. I gained much by this report. Only London itself his Majesty will spare, as he considers it cruel to kill innocent women and children with bombs. Only military works and docks are to be attacked."

In general, this book gives us a picture of the Kaiser similar to that which has been forth from so many of his predecessors—he is exultant and bellicose one day, depressed and pacific the next.

THE CULT OF HOSTILITY.

The Polish Minister to Paris, in a conference with Mr. Matsui, the Japanese Ambassador, recently laid stress on the importance of mutual national understanding. The Polish Information Bureau says it is essential that Poland and Japan should join in order that their mutual welfare may not be threatened by a great and powerful Russia.

NOTICES TO CONSIGNEES

AMERICAN & MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"SWAZI"
having arrived, Consignees of Cargo are informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of Hols Wharf, Kowloon, whence delivery may be obtained. No Claim will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after March 15th, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before March 20th, 1920, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godown where they will be examined on any Tuesday or Friday between the hours of 10.45 A.M. and Noon, within the free storage period.

No Fire Insurance has been effected. Bills of Lading will be countersigned by THE BANK LINE LIMITED, General Agents.

Hongkong, March 6th, 1920. [633]

NOTICE TO CONSIGNEES.

S.S. "MAQUAN" voy. 1-West.

FROM SEATTLE VIA JAPAN.

THE above-mentioned vessel having arrived from the above-mentioned Ports, Consignees of Cargo are hereby informed that their cargo is being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf & Godowns Co., Ltd., Kowloon, and stored at Consignees' risk.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on 16th instant, at 10 A.M.

All Claims must be presented within a week of the Steamer's arrival here, after which they cannot be recognised.

No Claim will be admitted after Goods have left the Godowns and all Goods remaining undelivered after 16th instant, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for counter-signature immediately.

FRANK WATERHOUSE & CO.,
As-operators, U.S. Shipping Board,
3rd Floor, Hotel Manions.
Hongkong, March 9th, 1920. [654]

**THE PENINSULAR AND
ORIENTAL STEAM
NAVIGATION CO.**

STEAMERS FOR STRAITS, CEYLON,
BOMBAY, EGYPT, MEDITER-
RANEAN PORTS & LONDON.

Through Bills of Lading issued for
Batavia, American, Continental,
and South African Ports.

THE Homeward Mail Steamer

"KHIVA"
carrying His Majesty's Mail, will be despatched from this port about April 4th, 1920, taking Cargo for the above Ports. Passenger accommodation in the connecting vessel, if available, secured before departure from Hongkong.

Silk and Valuable Cargo for Italy, France and London (under arrangements) will be conveyed by this Steamer, proceeding to Bombay and thence forwarded to the connecting Steamer for Marseilles and London.

Parcels will be received at the Office until 12 Noon the day before sailing. The contents and value of all packages are required.

For further particulars, sailing dates, etc., Apply to—
MACKINNON, MACKENZIE & Co.,
Agents,
P. & O. S. N. Co.

Post Box 113.
22, Des Vaux Road Central.

LA FAVORITE

THE PREMIER MILLINERY SHOP.

**FRESH CONSIGNMENT
OF**

**NEW SUMMER HATS
OF**

**LATEST DESIGN AND
COLOUR.**

LA FAVORITE,
9, Beaconsfield Arcade.

Telephone 3312. [436]

HALF A CENTURY REPUTATIONS.

**DR. LECLERC'S PILLS FOR THE
LIVER & KIDNEYS**
invaluable for diseases of these important organs, Gravel, Pains (the Back, Gout, Rheumatism, etc.) Piles, Hemorrhoids, Constipation, etc. Dr. Leclerc's Pills, Co., Haverstock Road, N.W., London, England. Depot, 15, Rue de Valenciennes, New York, 20, Broadway, New York, Toronto, Montreal, etc. Australia, Sydney, Melbourne, Sydney and Brisbane; New Zealand, Dunedin, Christchurch, Auckland, Wellington; India, R. K. Hume & Co., Calcutta.

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THE NEW FRENCH REMEDY

**THERAPION NO. 1
THERAPION NO. 2
THERAPION NO. 3**
No. 1 for Rheumatism, No. 2 for Gout, No. 3 for Gravel, etc. Dr. Leclerc's Pills, Co., Haverstock Road, N.W., London, England. Depot, 15, Rue de Valenciennes, New York, 20, Broadway, New York, Toronto, Montreal, etc. Australia, Sydney, Melbourne, Sydney and Brisbane; New Zealand, Dunedin, Christchurch, Auckland, Wellington; India, R. K. Hume & Co., Calcutta.

**INDO-CHINA
STEAM NAVIGATION COMPANY, LIMITED.**

SAILINGS SUBJECT TO ALTERATION

MANILA SHANGHAI... "YUENSANG" (Fri.) 19th Mar., 3 p.m.
TIENTSIN... "CHOYANG" (Sun.) 14th Mar., 11 p.m.
KORE... "CHEONGSHING" (Sun.) 14th Mar., 11 p.m.
KORE... "NAMSANG" (Wed.) 17th Mar., 6 p.m.
HAIPHONG via HOIHOW... "TAKSANG" (Sun.) 21st Mar., 8 a.m.
STRAITS & CALOUTTA... "LAISANG" (Fri.) 23rd Mar., 3 p.m.
SANDAKAN... "HINSANG" (Sat.) 27th Mar., Noon

CALOUTTA LINE—This Line affords regular sailings to Calcutta, Rangoon and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday. Sailings approximately weekly for passengers and cargo, calling at Hoihow when Indonesian calls.

JOHNSON LINE—One sailing per month between Hongkong and Swatow by a steamer having up-to-date accommodation for passengers. Cargo taken on through Bills of Lading for Kuala Lumpur, Ipoh, Teluk Anson, Tawau and Labud Davao.

TIENTSIN LINE—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chiao.

CALCUTTA LINE.

S.S. "LAISANG"

will be despatched on or about March 23rd, for
SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT
SWETTENHAM and MADRAS.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.,

GENERAL MANAGERS

Telephone No. 215.

GLEN AND SHIRE

Joint Service of Steamers

**U.K.-STRAITS, CHINA & JAPAN SERVICE
OUTWARDS.**

Vessel Due Hongkong
"GLENIFFER" 10th Mar.

Vessel Leaves Hongkong Discharges
"GLENIFFER" 23rd April GENOA, LONDON & ANTWERP.

Movements are subject to change without notice.
For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.,

The Glen Line, Ltd.

AGENTS: The Royal Mail Steam Packet Co.

Owners of "Shire" Line.

Tel. No. 215, sub. ex. 23.

Cable Address

Kawakisen, Kobe.

Bentley's, A.B.C. 5th Ed.

and Scott's Codes.

Telephone: Economy

364, 362.

KAWASAKI KISEN KAISHA

(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP Y20,000,000

President: Mr. Y. KAWASAKI.

Vice-President: Mr. K. MATSUURA.

Managing Director: Mr. MASAYA ASH.

The Company has on hand a Large Number of

NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:—

Eleven steamers of 9,100 tons each deadweight.

And, under the Company's management:—

Twenty steamers of about 9,100 tons deadweight each

Two steamers of about 6,300 tons deadweight each.

Belonging to the Kawasaki Dockyard Co., Ltd.)

For Charter Rates and all other particulars apply to the

KAWASAKI KISEN KAISHA,

No. 8, Bunko, Kobe.

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SHIPPING NEWS

ARRIVALS.

March 10th.
West Fulk, American str., 1,600 tons,
Capt. Boyd, from Singapore, with a
general cargo. Pacific Mail S.S. Co.
March 11th.
Fushimi, British str., 1,427 tons, Capt.
Robertson, from Canton, in ballast.
Hsin Tung, Chinese str., 916 tons,
Capt. Novik, from Canton, in ballast.
Kwang Man Tai.
Shingfa, Chinese str., 1,688 tons, Captain
Hasso, from Chingwantao, with a
cargo of coal. Doddwell & Co.
Tatung, French str., 660 tons, Capt. Le
Vallant, from Saigon, with a cargo
of rice. Yuen Shing Fat.
Yuet Shung, Chinese str., 394 tons, Capt.
Lahovetsky, from Swatow, with a
general cargo. Po Lee.

CLEARANCES.

March 11th.
Catharina, for Saigon.
Cheong Tai, for Canton.
Cheong Shing, for Canton.
Chidder, for Bangkok.
Choi Chow, for Bangkok.
Choi Sang, for Canton.
Commandante Mages, for Marseilles.
Empress of Russia, for Vancouver.
Fuchai, for Canton.
Georgii, for Haiphong.
Hainan, for Haiphong.
Haidai, for Haiphong.
Kamoi, for Haiphong.
Kani Wah, for Tourane.
Kreilin, for Canton.
Kwai Sang, for Saigon.
Nishio Maru, for Kobe.
Prosper, for Saigon.
Sai Chai, for Shanghai.
Sasaba Maru, for Canton.
Sui Fik, for Shanghai.
Sunning, for Shanghai.
Suzi, for London.
Taka Maru, for Koolung.
Taka Maru, for Haiphong.
Taka Maru, for San Francisco.
West Kader, for Cuba.
Wing Hang, for Kwong Chow Wan.
Yue Ting Wa, for Canton.

PASSENGERS.

DEPARTURES.

Per s.s. *Tenyo Maru*, on March 11th:—
Mr. van Alstyne, Mrs. H. S. Bradford,
Mr. and Mrs. Burger, Miss J. No. Burger,
Rev. and Mrs. Z. E. Brown, Mr. and Mrs.
J. B. Blum, Mr. Luang S. Baoje, Miss
E. Baugh, Mr. H. Cousin, Miss R. de
Camp, Miss J. E. Crozier, Mrs. and Miss
C. B. Carter, Mr. C. Cabanala, Mr. H.
S. Darlington, Mr. P. Day, Miss R.
Dantels, Miss M. H. Evans, Mr. J. G.
Fickert, Mr. and Mrs. J. Gumprecht, Mr.
B. Goldman, Mr. T. A. Gottsche, Mr. R.
Geras, Father Hugolino, Mr. and Mrs.
Hidalgo, Mrs. N. Heymann, Mr. L.
W. Horne, Mr. W. Kay, Mr. D. W.
Kapelle, Mr. and Mrs. A. T. Kenyon,
Mr. and Mrs. Lamson, Mr. L. J. Lambert,
Mr. L. G. Lambert, Mr. J. H. N. Mody,
Mrs. N. de C. Mitchell, Mr. and Mrs. G.
Mallion, Mr. A. R. Marwick, Mr.
and Mrs. Mather, Mr. P. Mahasar,
Mr. V. Mendoza, Mr. P. O. Mattos,
Miss Nanz, Mr. and Mrs. D. Nataly,
Mr. P. Nataly, Bishop Otaz, Mrs. F. M.
Oppenheimer, Mr. O. G. Perdue, Mr.
and Mrs. C. van Patot, Mr. W. F. Plum-
mer, Mr. F. Reyes, Miss L. R. Slater,
Mr. and Mrs. E. H. Scranton, Mr. and
Mrs. H. M. Scott, Mrs. G. and Miss D.
Stern, Mr. H. Solomon, Mr. A. H.
Sylvia, Rev. and Mrs. B. T. Schuyler,
Mr. A. A. Alaraki, Mrs. J. P. Alar-
couna, Mr. A. C. Barber, Mr. Geo. Bell,
Mr. Wm. Holmes, Mr. O. Jacobson, Mr.
A. de Leon, Mr. M. Laerence, Mr. J.
Lanjos, Mr. M. Moriyama, Mr. E. B.
Mills, Mr. C. L. McKunch, Mr. H. L.
McKims, Mr. A. Puntal, Mr. J. Roche,
Mr. E. Roach, Mr. O. Stoff, Mr. B. H.
Sloan, Mr. G. Shackleton, Mr. C. Tan-
janco, Mr. G. Vergoan, Mr. W. H. Ward.
Per s.s. *Empress of Russia*, on March
11th:—Mr. C. E. Atwood, Mr. J. T.
Asquith, Mr. and Mrs. O. F. Allenan,
Mr. E. N. Armstrong, Mr. and Mrs. J.
H. Botello, Mr. A. Botello, Mrs. G. K.
Bingham, Mrs. Mary Beckley, Mr. and
Mrs. W. D. Brownell, Mr. and Mrs. H.
B. Beckley, Miss A. Borromeo, Mr. Chas.
Buyers, Mr. and Mrs. G. Borromeo, Mr.
J. C. Blum, Mr. Kirby Clough, Mr. J.
H. Cooper, Mr. G. B. Cockren, Mr. J.
S. Cairns, Mr. W. H. Clark, Mr. R. J.
Coggshall, Mr. and Mrs. B. Coderberg,
Lieut.-Col. G. B. Crisp, Mr. A. S. D.
Counseland, Mr. D. S. Cooper, Mr. J. D.

Courtney, Mr. H. F. Campbell, Mr. H.
P. Campbell, Mr. H. P. Crane, Mr. S.
Croschwhite, Mrs. Paula Davis, Mr. S.
Downey, Mr. J. E. Doty, Miss A. E.
Elliott, Mr. J. W. Earley, Mr. F. Fair-
man, Mr. D. Fidden, Mr. and Mrs. A.
man, Mr. A. M. Frame, Mr. and Mrs. J.
E. Griffin, Mrs. H. G. Gerin, Mr. J.
Gentry, Mr. E. F. Ganahl, Mr. and Mrs.
G. G. Griggs, Mr. and Mrs. F. M.
Hartley, Miss M. K. Hastings, Mr. F.
Halroyd, Mr. and Mrs. Rev. F. G. B.
Hepreys, Mrs. J. K. Hart, Mr. E. Eric
Hastings, Mr. J. E. Hope, Mr. E. Eric
Herrick, Mr. Oliver Hooley, Mr. A. Hum-
phreys, Mr. E. Hedaya, Mr. A. R. Her-
schler, Mr. Winfield H. House, Mr. E.
Holden, Mr. H. L. Jennings, Mr. W. A.
Keaton, Miss Key, Mr. N. F. Lightner,
Mr. and Mrs. E. A. Long, Miss E. C.
Leith, Mr. J. H. Lambert, Mr. and Mrs.
F. Larkins, Capt. W. G. Martin, Mr.
and Mrs. Jose Montes, Mr. R. M. Miller,
Mr. B. H. Mohanani, Dr. and Mrs. C.
W. McKenny, Mrs. G. B. Moffat, Mr.
and Mrs. W. M. Milne, Mr. Wm. G.
Muir, Mr. J. R. Marsh, Mr. M. V.
Merchant, Mr. H. B. Mody, Mr. H. M.
McTavish, Mr. D. C. Nixon, Mrs. Flor-
ence Newcombe, Mrs. W. R. Noble, Mr.
and Mrs. John F. Nichols, Mr. and Mrs.
R. Negre, Mrs. R. A. Negri, Dr. F. V.
Nemecok, Mr. F. H. Nemuth, Mr. Chas.
Nopper, Mr. Mrs. and Miss Owen, Mr.
and Mrs. B. R. Powrie, Miss J. Paterson,
Mr. and Mrs. G. A. Plimpton, Mr.
Duncan Paterson, Mrs. S. Pollard, Mrs.
M. Pans, Mr. F. H. Peatty, Mr. Plump-
ton, Dr. Jno M. Peters, Dr. and Mrs.
F. R. Rogers, Mrs. F. A. Redmond, Mr.
P. W. Ramsey, Mr. D. M. Robertson,
Mr. Benbow Rowe, Mr. and Mrs. A. T.
Steiner, Mr. and Mrs. W. E. L. Shenton,
Mr. A. Stock, Mr. and Mrs. Strassman,
Lieut. J. F. Salter, Mr. F. R. Sites, Mr.
J. L. Salmon, Mr. T. W. Shearstone, Mr.
R. R. Sage, Mr. S. Wyatt Smith, Hon.
Dr. Claud Severn, C.M.G., Mr. Louis D.
Stones, Mr. H. M. Spit, Mr. J. D. Steele,
Mr. W. A. Saroka, Mr. Hamilton Smith,
Mr. and Mrs. H. E. Smith, Miss Mildred
Smith, Mr. Carlos Toda, Miss L. E.
Tschirch, Mrs. R. H. Travers, Miss F.
Travers, Mr. G. R. Thomas, Mr. and Mrs.
Tinker, Mr. Ernest Vidal, Mr. M. H.
Varn, Mrs. J. H. Varn, Mrs. H. Wilson,
Mr. J. C. White, Capt. A. J. Wilcox,
Capt. E. H. Williams, Mr. and Mrs. F. T.
Williams, Mr. C. A. N. Williams, Mr.
W. A. Wilson, Mr. and Mrs. Monteith
Webb, Mrs. W. B. Walker, Mr. Seth
Zorab.

SHIPPING MOVEMENTS.

The N.Y.K. s.s. *Tottori Maru* (New
York line) left Shanghai for this port on
March 10th and is expected here on
March 13th.
The N.Y.K. s.s. *Calcutta Maru* (Liver-
pool line) left Moji for this port on
March 10th and is expected here on March
15th.
The s.s. *Peleus* (Blue Fannel line) left
Singapore on the 8th instant and is due
to arrive here on March 14th.
The R.M.S. *Empress of Asia* arrived at
Shanghai on March 9th, left there yester-
day and is due at Manila on March 12th.
The R.M.S. *Albatross* arrived at Yoko-
hama on March 10th, left there yesterday,
and is due at Kobe on March 12th.

WEATHER REPORT.

March 11th, at 12.05.—No returns from
Japan, and Vladivostok.
Pressure has increased considerably over
Shanghai; other changes are slight.
A depression over Tongking, and an anti-
cyclone is developing to the north of the
Yangtze.

The monsoon will probably weaken along
the coast and over the N. China Sea, during
the next 24 hours.

Hongkong rainfall for the 24 hours ending
at 10 a.m. to-day, 0.01 inch. Total since
January 1st, 3.90 inches, at an average
of 3.90 inches.

The forecast for the 24 hours ending at noon
to-day is as follows:—

DISTRICT	FORECAST
Hongkong to Gap Rock	East winds, moderate; freshening later from N. or N.E.; cloudy, with fog, mist or drizzling rain.
Formosa Channel	(The same as No. 1.)
South Coast of China between the same as Hongkong and Loochoo	(The same as No. 1.)
South Coast of China between the same as Hongkong and Hainan	(The same as No. 1.)

HOLLAND—EAST ASIATIC SERVICE

"NEDERLAND" ROYAL MAIL.

"ROTTERDAM LLOYD" JOINT SERVICE.

Regular monthly service from

JAPAN PORTS, SHANGHAI AND HONGKONG TO
AMSTERDAM, ROTTERDAM, HAMBURG
AND BREMEN.

Sailings subject to alterations.

For	STEAMER	LOADING
ROTTERDAM & HAMBURG...	"TITABOEM"...	About end of May.
AMSTERDAM & HAMBURG...	"BATJAN"...	About end of Jun.

For full particulars please apply to—

JAVA-CHINA-JAPAN LYN.

General Agents,
York Building

Tel. No. 15

CP OS

RAILINGS

HONGKONG to VANCOUVER

(via Shanghai, Nagasaki (Moji) Route & Yokohama)

STEAMER	HONGKONG	VANCOUVER
Empress of Japan...	Mar 29	Apr. 19
Empress of Asia...	Apr. 8	Apr. 28
Monteagle...	Apr. 15	May 10
Empress of Russia...	May 6	May 24
Empress of Japan...	May 28	June 16
Empress of Asia...	June 3	June 21
Monteagle...	June 4	June 23
Empress of Russia...	July 1	July 19
Empress of Japan...	July 20	Aug. 10
Empress of Asia...	July 29	Aug. 16
Monteagle...	Aug. 5	Aug. 29
Empress of Russia...	Aug. 26	Sept. 13
Empress of Japan...	Sept. 14	Oct. 5
Empress of Asia...	Sept. 23	Oct. 11

Passenger Fares Hongkong to United Kingdom
EMPRESS OF RUSSIA EMPRESS OF JAPAN
16,800 Tons Reg. Gold 6,000 Tons Reg. Gold
Empress of Asia 18,553 Tons Reg. Gold 6,163 Tons Reg. Gold
Fares & Ballage Subject to change without notice.

Fares and other information please apply
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Telephone 718 Cable Address: CANPAC

CANADIAN PACIFIC
OCEAN SERVICES

STEAMSHIP SERVICES.

Regular Sailings to

NEW YORK

via Panama Canal.

S.S. "MUNCASTER CASTLE"

Sailing on or about March 19th.

LLOYD TRIESTINO

BRINDISI, VENICE & TRIESTE

VIA SINGAPORE, PENANG & COLOMBO
S.S. "PILSNA"

Sailing on or about March 29th.

NANYO YUSEN KAISHA, Ltd.

(SOUTH SEA MAIL S.S. CO.)

Regular Services between

JAPAN, HONGKONG & JAVA.

S.S. "BORNEO MARU" For JAVA, On March 17th.

For JAPAN.

S.S. "RIOJUN MARU"

Sailing on or about March 21st.

OCEAN TRANSPORT Co., Ltd.

(TAIYO KAHUN KAISHA).

Steamship Service Trans-Pacific.

Also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

"AKING" Cargo on through Bills of Lading to SOUTH AFRICAN PORTS
with transshipment at CAIRO.

in conjunction with the

INDO-CHINA STEAM NAVIGATION CO., LTD.
AND APCAR LINES.Freight or Passage on any of the above Lines apply to:—
DODWELL & CO., LTD.

Agents.

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FOR NEW YORK.

PRINCE LINE FAR EAST SERVICE

"GAELIC PRINCE"	via SUZ	15th Apr.
"TUSCAN PRINCE"	via SUZ	1st half May.
"PERSIAN PRINCE"	via PANAMA	2nd half May.

Steamers proceed via Panama Canal or Suez Canal at Owners option.

For freight and further particulars, apply to—
SHEWAN, TOMES & CO.,
Agents.

140

DOBBIE McINNES, LTD.

COMPASSES.

SOUNDING MACHINES
ENGINE INDICATORS

AND

NAUTICAL SPECIALTIES.

Sole Agents:

LANE, CRAWFORD & CO.

140

N. Y. K.

NIPPON YUSEN KAISHA

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Shanghai & Japan ports
Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific
and Chicago, Milwaukee & St. Paul Railways.

FUSHIMI MARU	...	Wednesday, 17th Mar.	at 11 a.m.
TAJIMA MARU (Cargo only)	...	Sunday, 21st Mar.	...
KATORI MARU	...	Tuesday, 13th Apr.	at 11 a.m.
SUWA MARU	...	Sunday, 2nd May,	at 11 a.m.

calling Manila

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez,
Port Said and Marseilles.

SHIDZUOKA MARU	...	Thursday, 18th Mar.	at Noon.
KAGA MARU	...	Friday, 2nd Apr.	at Noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo,
Suez and Port Said.

DAKAR MARU	...	End of April.
TSUYAMA MARU	...	End of April.

LIVERPOOL & MARSEILLES via Singapore, Colombo, Suez and
Port Said.

CALCUTTA MARU	...	Wednesday, 17th Mar.
TOBA MARU	...	Beginning of April.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday
Island, Townsville & Brisbane.

TANGOMARU	...	Sunday, 23rd Mar.	at 11 a.m.
NIKKO MARU	...	Wednesday, 21st Apr.	at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Muroran,
SAN Francisco, Panama & Colon.

TOTTORI MARU	...	Saturday, 13th March.
GENOA MARU	...	Beginning of April.

SOUTH AMERICAN PORTS via Cape.

TOSA MARU	...	End of March.
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BOMBAY & COLOMBO via Singapore.

SHINYO MARU	...	Wednesday, 17th March.
SHINZUI MARU	...	Sunday, 23rd Mar.

CALCUTTA & RANGOON via Singapore & Penang.

HAKODATE MARU	...	Tuesday, 23rd March.
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JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU	...	Tuesday, 23rd Mar.	at 11 a.m.
AKI MARU	...	Saturday, 17th Apr.	at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

HEIMEI MARU	...	Sunday, 14th March.	
NAGANO MARU	...	Tuesday, 16th March.	
TAMBA MARU	...	Thursday, 25th Mar.	at 11 a.m.

For further information apply to—NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293

S. YASUDA, Manager

For NEW YORK & BOSTON.

THE U.S. SHIPPING BOARD

S.S. "WINJAH"

About April 10th.

Via PANAMA.

S.S. "WEST WIND"

About April 17th.

Via PANAMA.

S.S. "DRYDEN"

About April 17th.

Via PANAMA.

For freight space and particulars apply to:—

THE ADMIRAL LINE

Telephone

2477 & 2478

AGENTS

8th Floor

HOTEL MARRIOTT.

296

FOR MELBOURNE via SYDNEY, QUEENSLAND
PORTS (Including PORT DARWIN), SANDAKAN
& MANILA.

EXCELLENT PASSENGER SERVICE

S.S. "HWAH PING"

Sailing on or about March 15th.

For passage and freight apply to—
THE CHINA & AUSTRALIA S.S. Co.,
Agents.

535

113, Connaught Road, Central

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJIMANOEK	JAVA	12th Mar.	14th Mar.	SHANGHAI & JAPAN
TJITABOEM	JAVA	20th Mar.	22nd Mar.	—
TJITODAS	JAVA	28th Mar.	30th Mar.	SHANGHAI
TJIPANAS	JAVA	5th Apr.	7th Apr.	SAIGON

*Wireless Telegraphy
The Steamers are all fitted throughout with Electric Light and have accommodation
for a limited number of Passengers. All steamers carry a fully qualified surgeon.
Cargo taken at through rate on all ports in Netherlands India and Australia.

For Particulars of Freight and Passage apply to the

JAVA-CHINA-JAPAN LIJN.

York Building, 1st Floor.

Telephone No. 1974.

7

AMERICAN & ORIENTAL LINE

For BOSTON & NEW YORK.
S.S. "LUCERIC" via Suez April 20th.
Subject to change without notice.

**ORIENTAL AFRICAN LINE
INDIAN AFRICAN LINE**

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at CAIRO, SUEZ or COLOMBO.

For particulars apply to—
THE BANK LINE LTD.
Managing Agents.

"ELLERMAN" LINE.
(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

LONDON & ANTWERP... "CITY OF NORWICH" ... 27th April.
LONDON ... "KAZEMSE" ... 25th May.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

or to Messrs & Co., Canton.
THE BANK LINE LTD.
General Agents.

**C. N. C.
CHINA NAVIGATION CO., LTD.****SAILINGS SUBJECT TO ALTERATION**

For	Steamer	To Sail
WUHU	"HOIHOW"	On 12th Mar. Noon.
SHANGHAI	"TEAN"	On 13th Mar. 4 P.M.
SHANGHAI	"KWEILIN"	On 13th Mar. 11 P.M.
YUEHAIWEI & TIENTSIN	"KUEICHOW"	On 13th Mar. 3 P.M.
SWATOW and HANGKOW	"CHENGTO"	On 16th Mar. 8 A.M.
AMOI, SHANGHAI & PUKOW	"ICHANG"	On 16th Mar. 4 P.M.
SHANGHAI	"SINKIANG"	On 16th Mar. Noon.

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO.
Excellent Saloon accommodation. Amplest Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly), and Tientsin (weekly), taking cargo on through Bills of Lading to Yangtze and Northern China Ports. Passengers are asked to Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.
For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
Agents.

TELEPHONE 28

DOUGLAS STEAMSHIP CO., LTD.**HONGKONG AND SOUTH CHINA COAST PORT SERVICE.**

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in state-rooms and Saloons and Excellent cuisine.

FOR

**SWATOW, AMOI AND FOOCHOW
AND RETURN.**

(Occupying 9 to 10 Days).

"HAICHONG" | Capt. W. C. Peasmore | TUESDAY, 16th Mar. at 1 P.M.
"HAICHING" | Capt. A. H. Stewart | FRIDAY, 19th Mar. at 1 P.M.

Arrivals and Departures from the Company's Wharf (near Black Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,
General Manager.

NEW YORK DIRECT.

Joint Service of the

"BLUE FUNNEL" LINE
(OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.)

AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"CHARLTON HALL" ... via Panama ... 31st Mar.
"JASON" ... via Suez ... 10th April.
+ calls at Havana.
Steamers proceed via Suez Canal or Panama Canal at Owner's option.

Subject to change without notice.

For freight and particulars apply to—
BUTTERFIELD & SWIRE or **THE BANK LINE LTD., HONGKONG.**
BEISS & CO., CANTON.

**P. & O. - BRITISH INDIA,
AFRICAN AND EASTERN &
AUSTRALIAN LINES**

(COMPANIES incorporated in ENGLAND.)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF

WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,

AUSTRALASIA INCLUDING NEW ZEALAND & QUEENSLAND

LAND PORTS, RED SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

	Tons	From Hongkong (about)	Destination
"DUNERA"	5,400	18th Mar.	Singapore, Colombo, Bombay.
"BANCA"	6,000	23rd Mar.	Marseilles, Liverpool & Antwerp.
"KHIVA"	6,000	4th Apr.	Marseilles & London via Cebu.

BRITISH INDIA-APCAR SAILINGS (South)

	Tons	From Hongkong (about)	Destination
"TAKADA"	7,000	14th Mar.	Straits, Rangoon & Calcutta.
"ARRATOON APCAR"	4,500	16th Mar.	Do.

EASTERN & AUSTRALIAN SAILINGS (South)

	Tons	From Hongkong (about)	Destination
"ST. ALBANS"	4,000	28th April	Sandakan, Thursday Island, Queensland Ports and Sydney, Melbourne.

SAILINGS TO SHANGHAI & JAPAN

	Tons	From Hongkong (about)	Destination
"KHIVA"	6,000	18th Mar.	Shanghai & Kobe.
"MADRAS"	7,000	17th Mar.	Shanghai & Kobe.

* CALLS AT ANTWERP (Cargo only).

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets interchangeable.
1st Saloon Passengers may travel by R.M.S. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Calcutta.
All Cabins are fitted with Electric Fans free of charge.
Steamers and Sailing dates are liable to be cancelled or altered without notice.
Parcels measuring not more than 24 in. x 24 in. x 24 in. will be received at the Company's Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. Goodale & Doughty, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godown.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to
MACKINNON, MACKENZIE & CO.
Agents.

22, Des Voeux Road Central, HONGKONG.

**TRANS-PACIFIC FREIGHT SERVICE.**

Operating the following U.S. Shipper Board Steamers

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe).

"ELKTON"	...	About March 17th.
"ELDRIDGE"	...	About April 2nd.
"CITY OF SPOKANE"	...	About April 28th.
"ICONIUM"	...	About May 25th.
"CROSSEYS"	...	About June 2nd.

For PORTLAND direct.

(Calling at Shanghai and Kobe).

"ABERCOS"	...	About March 12th.
"PAWLETT"	...	About March 29th.
"COAXET"	...	About April 17th.
"WABAN"	...	About May 16th.

Through Bills of Lading issued to Overland Common points.

For Freight and Particulars apply to

'THE ADMIRAL LINE.

TELEPHONE 2477 & 2478.

Fifth Floor, Hotel Manxton.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" "CHINA" "NILE"

15,000 tons, 10,000 tons, 11,000 tons.

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS AND HONOLULU

"NANKING" Mar. 25th. "CHINA" Mar. 20th. "NILE" May 15th.

[An unsurpassed high-class passenger service.]

O. H. RITTER, Freight and Passenger Agent
Ice House Street Tel. 1542.
Prince's Buildings.

**TOYO KISEN KAISHA.
SAN FRANCISCO LINE.**

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

Steamers	Tons	Leave Hongkong
SHINYO MARU	22,000	April 1st
SIBERIA MARU	20,000	April 1st. (from Yokohama)
PERSIA MARU	8,000	April 18th
TENYO MARU	22,000	May 24th.

* Omits Shanghai

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALING CRUZ, BALBOA, ALLAO, ARICA

AND IQUIQUE

THENCE BY TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamers	Tons	Leave Hongkong
ANYO MARU	18,500	Mar. 19th.
SEIYO MARU	14,000	May 11th.
KIYO MARU	17,500	July 12th.

Tickets are interchangeable with the Canadian Pacific Ocean Services Ltd. and the Pacific Mail Steamship Co.
Passengers may travel by Rail between Ports of Call in Japan free of charge.

FREIGHT SERVICE.

Direct Freight Service to CUBA and NEW ORLEANS, via San Francisco, Balboa and the Panama Canal.

Steamer	Leave Hongkong
CHOYO MARU	April or May.

For all information as to rates, freight space, sailings, etc., apply to—
T. DAIGO, Manager,
King's Building.

Telephone 2374 and 2375.

MESSAGERIES MARITIMES.**FRENCH MAIL LINES.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DEPARTURE	SAILING DATE
SHANGHAI KOBE & YOKOHAMA	"ANDRE LEBON" 22,000... "ARMAND BEHIC" 10,000... "CORDILLERE" 10,000...	On or about 15th March On or about 6th April On or about 25th April
SHANGHAI (Only)	"AMAZONE" 10,000...	On or about 15th March
MARSEILLES VIA SAIGON, SINGAPORE, COLOMBO, DIBOUT, SUEZ, PORT SAID	"PAUL LECAT" 20,000... calling at Haiphong.	On or about 4th April

Cargo boat for EUROPE to call at MARSEILLE, and if sufficient inducement offers, GENOA, HAVRE, DUNKERQUE, ANTWERP, ROTTERDAM.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY

For full particulars regarding sailings, etc., apply to—

R. RODENFUSER,
Acting Agent,
Queen's Building.

TELEPHONE 740

O. S. K.**OSAKA SHOSHEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON & ANTWERP—Monthly direct service via Singapore (and Port Said).

"ANDES MARU" ... Middle of March.
"CELEBES MARU" ... Middle of April.
Call Marseilles.

GENOA—Monthly service. Taking cargo on through Bills of Lading shipment at Bombay to Company's steamer.

BUENOS AIRES, RIO DE JANEIRO SANTOS, MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.

"TACOMA MARU" ... Thursday, 1st Apr

BOMBAY COLOMBO—Regular fortnightly service via Singapore.

"SAIGON MARU" ... Wednesday, 17th March.

"GANGES MARU" ... Wednesday, 24th March.

SAIGON, BANGKOK, SINGAPORE—Regular Monthly service

"UNNAN MARU" ... Thursday, 1st April.

SYDNEY, MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA VANCOUVER, SEATTLE, TACOMA—

Regular fortnightly services touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago, Milwaukee and St. Paul Railway.

"MANILA MARU" ... Tuesday, 20th April.

"ABABIA MARU" ... both call at Shanghai.

JAPAN PORTS—Mojil, Kobe, Yokohama, Yokohama.

KEELUNG via SWATOW, AMOI—These steamers

have excellent accommodation for 1st and 2nd class saloon passengers and arrive at and depart from the O.S.K. wharf near the Harbour Office.

"AMAKUSA MARU" ... Sunday, 14th March.

For TAKAO via SWATOW and AMOI.

"BOSHU MARU" ... Saturday, 12th March.

For sailing dates and further particulars please apply to—
Y. YASUDA,
Manager,
No. 1, Queen's Building.

Tel. No. 744 and 745.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS

Steamer | Arr. Hongkong from Australia | Lv. Hongkong for Australia

"CHANGSHA"	March 24th	March 29th
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SAILING SUBJECT TO ALTERATION.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A fully qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For freight and passage apply to— BUTTERFIELD & SWIRE, Agents.

POST OFFICE NOTICE.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

FROM	PER	DATE
SHANGHAI	Ichang	12th Mar.
EUROPE (via NEOPATAM)	Palet	13th Mar.
STRAITS	Wakasa Maru	13th Mar.
SHANGHAI	Tokoro Maru	14th Mar.
STRAITS	Himeji Maru	14th Mar.
JAPAN	Tajima Maru	15th Mar.
BOMBAY	Nagano Maru	15th Mar.
JAPAN	Calcutta Maru	15th Mar.
SHANGHAI and JAPAN	Shikoku Maru	17th Mar.
AUSTRALIA and MANILA	Nikko Maru	22nd Mar.

OUTWARD MAILS.

FOR	PER	DATE
Hainan and Saigon	Lake Gilpen	Friday, 12th, 11.00 A.M.
Philippine Islands	Yusang	Friday, 12th, 9.00 P.M.
Shanghai and North China	Tan	Friday, 12th, 3.00 P.M.
Shanghai and North China	Kuolin	Friday, 12th, 5.00 P.M.
Japan via Nagasaki	Registration	8.00 P.M.
United States, Central and South America and EUROPE via SAN FRANCISCO	Letters	5.00 P.M.
Shanghai, Amoy and Fuzhou	Saka Maru	Saturday, 13th, 9.00 A.M.
Shanghai, Amoy and Fuzhou	Anso Maru	Saturday, 13th, 11.00 A.M.
Shanghai, Amoy and Fuzhou	Kunshou	Saturday, 13th, 9.00 P.M.
Shanghai, Amoy and Fuzhou	Chongshing	Saturday, 13th, 5.00 P.M.
Shanghai, Amoy and Fuzhou	Chongshing	Saturday, 13th, 5.00 P.M.
Shanghai, Amoy and Fuzhou	Antilechu	Saturday, 13th, 3.00 P.M.
Shanghai, Amoy and Fuzhou	Amokan Maru	Sunday, 14th, 9.00 A.M.
Shanghai, Amoy and Fuzhou	Chongshing	Tuesday, 16th, 9.00 A.M.
Shanghai, Amoy and Fuzhou	Hai Hong	Tuesday, 16th, 3.00 P.M.
Shanghai, Amoy and Fuzhou	Ichang	Wednesday, 17th, 9.00 A.M.
Shanghai, Amoy and Fuzhou	Fushimi Maru	Registration 8.45 A.M. Letters 9.30 A.M.
Shanghai, Amoy and Fuzhou	Sindiang	Thursday, 18th, 10.00 A.M.
Shanghai, Amoy and Fuzhou	Saidou Maru	Thursday, 18th, 9.45 A.M. Letters 10.30 A.M.
Shanghai, Amoy and Fuzhou	Haiching	Friday, 19th, 9.00 A.M.
Shanghai, Amoy and Fuzhou	Hsin Ping On	Monday, 22nd, 9.00 A.M.
Shanghai, Amoy and Fuzhou	Nikko Maru	Tuesday, 23rd, 10.00 A.M.
Shanghai, Amoy and Fuzhou	Tama Maru	Thursday, 25th, 10.00 A.M.
Shanghai, Amoy and Fuzhou	Tango Maru	Sunday, 28th, 9.00 A.M.
Shanghai, Amoy and Fuzhou	Registration	9.00 A.M.
Shanghai, Amoy and Fuzhou	Letters	9.00 A.M.

* Correspondence bearing vessel's name only.

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE

Operating the new first-class steamers "ECUADOR," "VENEZUELA," & "COLOMBIA," HONGKONG TO SAN FRANCISCO, VIA SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

THE SUNSHINE BELT.

The most comfortable route to America and Europe. SAILINGS FROM HONGKONG AT NOON.

S.S. "ECUADOR"	Wednesday, Mar. 24th.
S.S. "COLOMBIA"	Wednesday, Apr. 21st.
S.S. "VENEZUELA"	Wednesday, May 19th.

ALSO

S.S. "WEST MINGO"	Monday, March 15th, for San Francisco via Shanghai, Yokohama and Honolulu.
S.S. "ARCHER"	Saturday, March 20th, for San Francisco via Shanghai, Yokohama and Honolulu.
S.S. "WEST KASSON"	Late April, for Baltimore, via Suez and usual Ports of call.

HONGKONG-CALCUTTA SERVICE.

S.S. "LAKE GILPEN"	Friday, March 19th, for Madras via Haiphong, Saigon, Singapore, Port Swettenham, Penang, Rangoon and Calcutta.
S.S. "JACON"	Saturday, March 20th, for Madras via Singapore, Port Swettenham, Penang, Rangoon and Calcutta.

Cargo accepted on through Bills of Lading to Baltimore, Havana, Mexico, Central and South American ports. For further information apply to—

PACIFIC MAIL S.S. CO.
Hotel Mansions,
Cable Address "SOLANO."

Telephone 141.



A drawback to the domestic use of the 1 watt lamp has been that until quite recently they could only be made and used economically in large candle power.

This problem has been solved in the "ARGON" which we now present for your trial and certain approval.

Supplied in 25 and 32 Candle Power. PRICE 50 cts. each.
Special prices given for large quantities.

WM. C. JACK & CO., LTD.,
14, DES VŒUX ROAD CENTRAL, HONGKONG

COMMERCIAL.
OPENING QUOTATIONS.

ON LONDON	March 11th
Telegraphic Transfer	83
Bank Bills, on demand	53 1/2
Bank Bills, at 30 days' sight	53 1/2
Bank Bills, at 4 months' sight	53 1/2
Credits, at 4 months' sight	53 1/2
Documentary Bills, at 4 months' sight	53 1/2
ON PARIS	
Bank Bills, on demand	1150
Credits, at 4 months' sight	1150
ON NEW YORK	
Bank Bills, on demand	96 1/2
Credits, at 30 days' sight	96 1/2
ON BOMBAY	
Telegraphic Transfer	206 1/2
Bank Bills, on demand	206 1/2
ON CALCUTTA	
Telegraphic Transfer	206 1/2
Bank Bills, on demand	206 1/2
ON SHANGHAI	
Bank Bills, at sight	nom.
Yokohama, 30 days' sight	93
ON YOKOHAMA	
On demand—Pence	187
ON SINGAPORE	
On demand	125 1/2
ON BATAVIA	
On demand	211
ON HAIPHONG	
On demand	nom.
ON SAIGON	
On demand	nom.
ON BANGKOK	
On demand	nom.
SOVEREIGNS, Bank's Buying Rate	\$ 3.75 n
GOLD LEAF, 100 lbs. per tael	\$ 25.60
BAR SILVER, per oz.	75d.

SUBSIDIARY COTTS.

Hongkong, 30 cents place	\$ 0.60 Discount
Hongkong, 10	0.00
Canton, 20	0.40
Canton, 10	0.00 Premium

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed on the minimum monthly balances at 3 1/2 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION
N. J. STABE, Chief Manager
Hongkong November 2nd 1919.

THE BANK OF TAIWAN LIMITED
(TAIWAN CHINKO).

INCORPORATED BY SPECIAL IMPERIAL CHARTER, 1889.

Capital Subscribed	Yen 60,000,000
Capital (Paid-up)	Yen 37,500,000
Reserve Funds	Yen 7,030,000

HEAD OFFICE:
TAIPEH, FORMOSA.

BRANCHES:

JAPAN—Tokyo, Yokohama, Kobe, Osaka, Kyoto.
FORMOSA—Gila, Kagi, Kanku, Keelung, Makung, Nanto, Pusan, Shichiku, Taichu, Tainan, Takow, Tamsui, Toiyen, Aki.
CHINA—Shanghai, Hankow, Kichang, Amoy, Foochow, Swatow, Canton.
OTHERS—Hongkong, Bangkok, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York.

LONDON BANKERS:

LONDON, COUNTY, WESTMINSTER AND PARK BANK.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtau, Japan, Indo-China, Siam, India, Philippines Islands, Java, and other Dutch Indies, Australia, America, Africa, &c.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

SEIZO KONDOH,

Hongkong Branch Manager,
2, Des Vœux Road, Central,
Hongkong, November 1st, 1919.

THE BANK OF EAST ASIA LTD.

HEAD OFFICE:—No. 2, Queen's Road Central.

Paid-up Capital	Yen 2,000,000.00
Reserve Fund	Yen 200,000.00

Directors

Mr. Pong Wai Tin, Chairman.
Mr. Chow Shou Son, Mr. Kan Ying Po,
Mr. Li Koon Chun, Mr. Mok Ching Kong,
Mr. Fung Ping Shan, Mr. Wong Yun Tong,
Mr. P. K. Kwok, Mr. Chan Ching Shek,
Mr. Ng Chang Lok.

Chief Manager:—Kan Tong Po, Esq.

Asst. Manager:—L. Tse Fong, Esq.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposit Accounts at the rate of 3 per cent. per annum, and on Fixed Deposits at the following rates:—

For 3 months at the rate of 3 per cent. per annum.
For 6 months at the rate of 4 per cent. per annum.
For 12 months at the rate of 5 per cent. per annum.

KAN TONG PO, Chief Manager.

Hongkong, February 12th, 1920.

CHAPOTEAUT'S MORRHUOL



Superior to Emulsions or Cod Liver Oil.

Each tiny Morrhuel capsule represents the medicinal value of a teaspoonful of oil.

Recommended at the Paris Academy of Medicine, for loss of appetite and flesh, to patients with consumptive tendencies.

Sold in bottles of 100 Capsules, and by all chemists.

WESTMINSTER
TURKISH
"SPECIALS"

THE MOST POPULAR TURKISH CIGARETTE IN THE COLONY.



This advertisement is issued by Westminister Tobacco Co., Ltd.

BANQUE INDUSTRIELLE DE
CHINE.

(FRENCH BANK).

AUTHORIZED CAPITAL	F. 250,000,000
SUBSCRIBED CAPITAL	F. 150,000,000
PAID UP	F. 75,000,000
SUBSCRIBED BY THE GOVERNMENT OF THE CHINESE REPUBLIC	F. 25,000,000

Chairman of the Board: André Berthelot.
Directors: A. J. Perronnet.
General Manager: A. J. Perronnet.

HEAD OFFICE:

74, Rue Saint-Lazare, PARIS.

BRANCHES:

Lyon	Canton
Marseilles	Haiphong
Peking	Yunnanfu
Shanghai	Vladivostok
Tientsin	Foochow
Hankow	Swatow
Hongkong	Yokohama
Harbin	
Singapore	

BANKERS:

In FRANCE: Société Générale pour favoriser le Développement du Commerce et de l'Industrie en France.

In LONDON: London Joint City & Midland Bank Ltd.

In NEW YORK: Bedmond & Co.

Correspondents in the Chief Commercial Centres of the World.

Telegraphic Address: CHIBANKIND.

Interest on Current Accounts and Fixed Deposits in Local Currency and in Gold. Terms on application.

Every description of Banking and Exchange business transacted. Special facilities for French exchange.

M. ROUET DE JOUENEL, Manager.
Hongkong, March 6th, 1920.

THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE: 15, Gracechurch St., London E.C. 3.

Capital Authorized & Subscribed	£1,500,000
Paid-up	750,000
Reserve Fund & Rest	750,000
Reserve Liability of shareholders	750,000

Bankers:

THE BANK OF ENGLAND.

THE LONDON JOINT CITY & MIDLAND BANK, Ltd.

Branches:

Bombay	Hongkong	Kuala Lumpur	Rangoon
Calcutta	Howrah	Madras	Shanghai
Colombo	Kandy	New York	Singapore
Delhi	Karachi	Pennang	
Galle	Kota Bharu	Port Louis (Mauritius).	

HONGKONG BRANCH.

Every description of Banking and Exchange business transacted.

INTEREST allowed on Current Accounts to 3 per cent. per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.

C. L. SANDES, Acting Manager.
7, Queen's Road Central, Hongkong, December 12th, 1919.

THE BANK OF CHINA

行銀國中

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital	\$60,000,000.00
Paid-up Capital	12,378,800.00
Reserve Funds	3,187,400.00

HEAD OFFICE:—PEKING.

HONGKONG BRANCH:—20-21, Connaught Road Central. Branches and Sub-branches all over China and Correspondents in San Francisco, Singapore and Tokyo.

London Bankers:—The National Provincial and Union Bank of England, Ltd.

New York Bankers:—Irving Trust Company.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on approved securities.

Special facilities for Home Exchange.

Interest on Fixed Deposits at the following rates:

For 3 months	3% per annum.
For 6 months	4% per annum.
For 12 months	5% per annum.

TSUYEE FEE, Manager.

Hongkong, February 6th, 1920.

THE CHARTERED BANK OF INDIA

AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE:—LONDON.

Paid-up Capital	£2,000,000
Reserve Fund	£2,800,000
Reserve Liability of Proprietors	£2,000,000

FOREIGN EXCHANGE and General

Banking business transacted.

CURRENT ACCOUNTS opened and

FIXED DEPOSITS received for 1 year or

shorter periods at rates which will be quoted on application.

J. L. CROCKATT, Manager.

Hongkong, January 2nd 1920.

THE INDUSTRIAL & COMMERCIAL

BANK, LTD.

Head Office:—8, Des Vœux Road Central.

Hankow Branch:—Panoff Building.

DOMESTIC AND FOREIGN BANKING

SERVICE PROMPT.

CURRENT, Savings, and Fixed Deposits

at low interest at rates 2%, 4%, 5%,

respectively. Inquiry on our SPECIAL SERVICE

will be welcome. J. USANG LY, Manager.

Hongkong, July 7th, 1919.

HONGKONG AND SHANGHAI

BANKING CORPORATION.

Paid-up Capital	\$15,000,000
Reserve Funds:	
Sterling	\$1,500,000
Silver	\$22,000,000
Reserve Liability of Proprietors	\$15,000,000

Court of Directors:

Hon. Mr. E. V. D. PARR—Chairman.

A. H. COMPTON, Esq.—Deputy Chairman.

J. W. C. BONNAR, Esq.

Hon. Mr. J. Johnston

G. M. DODD, Esq.

W. L. PATTERSON, Esq.

U. S. GRUBBY, Esq.

Ross Thomson, Esq.

Chief Manager:

Hongkong—N. J. STABE, Esq.

Manager:

Shanghai—A. G. STEPHEN, Esq.

LONDON BANKERS:

LONDON COUNTY AND WESTMINSTER

& PARB'S BANK, LIMITED.

CURRENT ACCOUNTS opened and

FIXED DEPOSITS received for one year

or shorter periods at rates which will be

quoted on application.

N. J. STABE, Chief Manager.

Hongkong, March 5th, 1920.

BANQUE DE L'INDO-CHINE

(FRENCH BANK).

Head Office: 15bis Rue La Fayette, Paris.

Capital	Fr. 40,000,000
Reserves	Fr. 50,000,000

BRANCHES AND AGENCIES:

Bangkok, Hongkong, Saigon

Batavia, Canton, Shanghai

Bombay, Hankow, Singapore

Calcutta, Peking, Tientsin